



Town of Arlington, MA Redevelopment Board

Agenda & Meeting Notice March 17, 2025

Per Board Rules and Regulations, public comments will be accepted during the public comment periods designated on the agenda. Written comments may be provided by email to cricker@town.arlington.ma.us by Monday, March 17, 2025, at 3:00 pm. The Board requests that correspondence that includes visual information should be provided by Monday, March 17, 2025, at 10:00 am. Please note that all times are estimates; individual agenda items may occur earlier or later than the time noted.

The Arlington Redevelopment Board will meet Monday, March 17, 2025 at 7:30 PM in the **Arlington Community Center, Main Hall, 27 Maple Street, Arlington, MA 02476**

1. Public Hearing: Docket #3831, 1323 Massachusetts Ave (continued from January 27, 2025)

7:30 pm The public hearing is continued to allow the Board to review and approve the application under Section 3.3, Special Permits, and Section 3.4, Environmental Design Review.

2. Public Hearing: Warrant Articles for 2025 Annual Town Meeting

7:40 pm The Board will hear the proposed zoning amendments. The public hearing will include time both for public comment and for deliberation and discussion by the Board.

ARTICLE 36

**ZONING BYLAW AMENDMENT / NO NET LOSS OF
COMMERCIAL SPACE FOR LOCAL BUSINESS**

To see if the Town will vote to amend the Zoning Bylaw in Section 5.5.2.B, to set a required minimum floor area percentage for permitted non-residential principal uses in mixed use developments; or take any action related thereto.

ARTICLE 37

**ZONING BYLAW AMENDMENT / MULTI-FAMILY PARKING
REDUCTION**

To see if the Town will vote to amend Section 6 of the Zoning Bylaw to provide additional options for reducing parking requirements in multi-family residential developments and add a definition and standards for cargo bicycle parking; or take any action related thereto.

ARTICLE 38

ZONING BYLAW AMENDMENT / USE REGULATIONS FOR RESIDENTIAL DISTRICTS

To see if the Town will vote to amend the Zoning Bylaw Section 2 Definitions and Section 5 District Regulations to allow additional business uses in residential districts; or take any action related thereto.

ARTICLE 40

ZONING BYLAW AMENDMENT / TWO-FAMILY CONSTRUCTION ALLOWED BY RIGHT IN R0 AND R1 RESIDENTIAL ZONES

To see if the Town will vote to amend Section 5.4 of the Zoning Bylaw by amending definitions and expanding allowable residential uses in R0 Large Lot Single-Family District and R1 Single-Family District; or take any action related thereto.

ARTICLE 43

ZONING BYLAW AMENDMENT / PUBLIC SHADE TREES

To see if the Town will vote to amend Section 6.3.4 of the Zoning Bylaw, which requires developers to plant a street tree every 25' in front of the property, to add provisions to increase the likelihood of survival of trees by requiring Tree Warden approval of chosen trees, more specific maintenance requirements, regular reports to DPCD on the health of trees planted, and planting on the private property if there is no suitable place in the public way (except for exceptional circumstances); or take any action related thereto.

ARTICLE 44

ZONING BYLAW AMENDMENT / AFFORDABLE HOUSING OVERLAY

To see if the Town will vote to amend the Zoning Bylaw to establish an affordable housing overlay district to allow multi-family affordable housing as-of-right in any district except Industrial or Open Space; or take any action related thereto.

3. New Business

10:40 pm

4. Adjourn

10:50 pm (Estimated)

5. Correspondence

Warrant Articles

- Article 25 - C. Loreti, 3/10/2025
- Article 36 - T. Allen, Arlington Beer Company, 3/13/2025
- Article 36 - B. Amidon, 3/17/2025
- Article 36 - J. Cullinane, 3/17/2025
- Article 36 - C. Hurley, 3/14/2025
- Article 36 - T. Stewart, 3/17/2025
- Article 37 - R. Bergman, 3/17/2025
- Article 37 - P. McGuire, 3/17/2025

- Article 37 - C. Wagner, 3/16/2025
- Article 38 - C. Wagner, 3/16/2025
- Article 40 - E. Cahill, 3/17/2025
- Article 40 - J. Cullinane, 3/16/2025
- Article 40 - C. Springer, 3/16/2025
- Article 40 - C. Wagner, 3/16/2025
- Article 40 - A. Wang, 3/17/2025
- Article 44 - Y. Ji, 3/16/2025
- Multiple Articles - C. Chalapatras, 3/17/2025
- Multiple Articles - A. Chan Waiy, 3/16/2025
- Multiple Articles - K. Fanale, 3/17/2025
- Multiple Articles - J. Fleming, 3/17/2025
- Multiple Articles - C. Heigham, 3/16/2025
- Multiple Articles - D. Krause, 3/16/2025
- Multiple Articles - S. Maltz, 3/17/2025
- Multiple Articles - M. Marx, 3/16/2025
- Multiple Articles - M. Nathan, 3/17/2025
- Multiple Articles - R. Peterson, 3/17/2025
- Multiple Articles - B. Pixton, 3/17/2025
- Multiple Articles - M. Popova, 3/17/2025
- Multiple Articles - K. Samuelson, 3/17/2025
- Multiple Articles - C. Tollen, 3/17/2025



Town of Arlington, Massachusetts

Public Hearing: Docket #3831, 1323 Massachusetts Ave (continued from January 27, 2025)

Summary:

7:30 pm The public hearing is continued to allow the Board to review and approve the application under Section 3.3, Special Permits, and Section 3.4, Environmental Design Review.

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	EDR_memo_Docket_3798_1323_Mass_Ave_-_UPDATED_2025-03-13.pdf	EDR memo Docket 3798 1323 Mass Ave - UPDATED 2025-03-13



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board
From: Claire V. Ricker, Secretary Ex Officio
Subject: Environmental Design Review, 1323 Massachusetts Avenue, Docket #3831
Date: March 13, 2025

This memo is provided as an update to the previous memo provided to the ARB at the Board meeting on January 27, 2025.

No updated materials have been provided by the Applicant since the last hearing. The Board may wish to continue this hearing to a future date while staff work with the applicant to provide updated materials.



Town of Arlington, Massachusetts

Public Hearing: Warrant Articles for 2025 Annual Town Meeting

Summary:

7:40 pm

The Board will hear the proposed zoning amendments. The public hearing will include time both for public comment and for deliberation and discussion by the Board.

ARTICLE 36

ZONING BYLAW AMENDMENT / NO NET LOSS OF COMMERCIAL SPACE FOR LOCAL BUSINESS

To see if the Town will vote to amend the Zoning Bylaw in Section 5.5.2.B, to set a required minimum floor area percentage for permitted non-residential principal uses in mixed use developments; or take any action related thereto.

ARTICLE 37

ZONING BYLAW AMENDMENT / MULTI-FAMILY PARKING REDUCTION

To see if the Town will vote to amend Section 6 of the Zoning Bylaw to provide additional options for reducing parking requirements in multi-family residential developments and add a definition and standards for cargo bicycle parking; or take any action related thereto.

ARTICLE 38

ZONING BYLAW AMENDMENT / USE REGULATIONS FOR RESIDENTIAL DISTRICTS

To see if the Town will vote to amend the Zoning Bylaw Section 2 Definitions and Section 5 District Regulations to allow additional business uses in residential districts; or take any action related thereto.

ARTICLE 40

ZONING BYLAW AMENDMENT / TWO-FAMILY CONSTRUCTION ALLOWED BY RIGHT IN R0 AND R1 RESIDENTIAL ZONES

To see if the Town will vote to amend Section 5.4 of the Zoning Bylaw by amending definitions and expanding allowable residential uses in R0 Large Lot Single-Family District and R1 Single-Family District; or take any action related thereto.

ARTICLE 43

ZONING BYLAW AMENDMENT / PUBLIC SHADE TREES

To see if the Town will vote to amend Section 6.3.4 of the Zoning Bylaw, which requires developers to plant a street tree every 25' in front of the property, to add provisions to increase the likelihood of survival of trees by requiring Tree Warden approval of chosen trees, more specific maintenance requirements, regular reports to DPCD on the health of trees planted, and planting on the private property if there is no suitable place in the public way (except for exceptional circumstances); or take any action related thereto.

ARTICLE 44

ZONING BYLAW AMENDMENT / AFFORDABLE HOUSING OVERLAY

To see if the Town will vote to amend the Zoning Bylaw to establish an affordable housing overlay district to allow multi-family affordable housing as-of-right in any district except Industrial or Open Space; or take any action related thereto.

ATTACHMENTS:

Type	File Name	Description
Reference Material	03172025_DPCD_Memo_to_ARB_Articles_36_37_38_40_43_44.pdf	03172025 DPCD Memo to ARB - Articles 36,37,38,40,43,44
Reference Material	Article_36_Presentation_-_No_Net_Loss_for_Local_Business_2025-03-17_-_Anderson.pdf	Article 36 Presentation - No Net Loss for Local Business 2025-03-17 - Anderson
Reference Material	Article_36_Petition_-_No_Net_Loss_of_Commercial_Space_for_Business_-_Anderson.pdf	Article 36 Petition - No Net Loss of Commercial Space for Business - Anderson
Reference Material	Article_37_Presentation_-_Multi-Family_Parking_Reduction_2025-03-17_-_Baudoin.pdf	Article 37 Presentation - Multi-Family Parking Reduction 2025-03-17 - Baudoin
Reference Material	Article_37_Petition_-_Multi-Family_Parking_Reduction_-_Baudoin.pdf	Article 37 Petition - Multi-Family Parking Reduction - Baudoin
Reference Material	Article_38_Presentation_-_Business_Uses_in_R_Zones_v2_2025-03-17_-_Greenspon.pdf	Article 38 Presentation - Business Uses in R Zones v2 2025-03-17 - Greenspon
Reference Material	Article_38_Petition_-_Use_Regulations_for_R_Districts_-_Greenspon.pdf	Article 38 Petition - Use Regulations for R Districts - Greenspon
Reference Material	Article_40_Presentation_-_Two-Family_Construction_v2_2025-03-17_-_Levy.pdf	Article 40 Presentation - Two-Family Construction v2 2025-03-17 - Levy
Reference Material	Article_40_Petition_-_Two_Family_by_Right_-_Levy.pdf	Article 40 Petition - Two Family by Right - Levy
Reference Material	Article_43_Presentation_-_Public_Shade_Trees_v21_2025-03-13_-_Stamps.pdf	Article 43 Presentation - Public Shade Trees v21 2025-03-13 - Stamps
Reference Material	Article_43_Petition_-_Public_Shade_Trees_-_Stamps.pdf	Article 43 Petition - Public Shade Trees - Stamps
Reference Material	Article_44_Petition_-_Affordable_Housing_Overlay_-_Worden.pdf	Article 44 Petition - Affordable Housing Overlay - Worden



TOWN OF ARLINGTON
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

TOWN HALL, 730 MASSACHUSETTS AVENUE
ARLINGTON, MASSACHUSETTS 02476
TELEPHONE 781-316-3090

MEMORANDUM

To: Arlington Redevelopment Board
From: Claire Ricker, AICP, Director, Planning and Community Development
Sarah Suarez, AICP, Assistant Director, Planning and Community Development
Date: March 13, 2025
RE: Review of Warrant Articles 36, 37, 38, 40, 43, and 44 for 2025 Annual Town Meeting

Six articles submitted as citizen petitions will have public hearings on the evening of March 17, 2025. This memo provides the warrant article and main motion language for each of them.

ARTICLE 36 **ZONING BYLAW AMENDMENT /**
NO NET LOSS OF COMMERCIAL SPACE FOR LOCAL BUSINESS

To see if the Town will vote to amend the Zoning Bylaw in Section 5.5.2.B, to set a required minimum floor area percentage for permitted non-residential principal uses in mixed use developments; or take any action related thereto.

(Inserted at the request of Kristin Anderson and 10 registered voters)

DRAFT AMENDMENT

Amend SECTION 5.5.2.B, Development Standards for Business Districts, as follows:

- B. Development Standards for Business Districts
- (1) Purpose. The purpose of this Section 5.5.2(B) is to encourage pedestrian activity, maintain an active street, and to encourage the development of active ground floor uses. The Redevelopment Board may consider the purposes of this Section in determining whether to grant a Special Permit through Section 3.4.
 - (2) Applicability. In the Business Districts, applications subject to review by the Arlington Redevelopment Board shall be governed by all requirements of this Section 5.5.2(B) as well as all other applicable provisions of this Bylaw. This Section is not applicable to requests for sign approvals.

(3) Administration. This Section 5.5.2(B) shall be administered subject to Sections 3.3, Special Permits, and 3.4, Environmental Design Review, by the Arlington Redevelopment Board, including making reasonable exemptions from the standards.

(4) Standards

Transparency and access. In the Business Districts, the following requirements apply to all new construction, additions over 50% of the existing footprint, or redevelopment:

- The required minimum transparency of the ground floor principal façade visible from a public right-of-way is 60% of the area measured between 2 and 8 feet in height from the level of the finished sidewalk.
- All façades visible from a public right-of-way shall be given equal treatment in terms of architectural detailing. No blank façades that face a public right-of-way are permitted. Façades shall be articulated a minimum of every 30 feet.
- Each ground floor storefront in a building shall have a clearly defined primary entrance that faces the principal street. A corner door may be used for a building that faces two public streets.
- The primary building entry shall be connected by an accessible surface to the public sidewalk.
- Lobby entrances for upper story uses should be optimally located, well defined, and clearly visible. Buildings should use any combination of articulation, a double-height ceiling, a distinctive doorway, a change in wall material, a change in paving material within the frontage area, or other architectural element(s) to make lobbies visually and materially distinctive. Lobby entrances for upper story uses may be located on a side or rear façade of a building.
- Lobbies should be limited in both width and total area to preserve floor space and façade frontage for other ground floor uses.

(5) Use Requirements. In the Business Districts, the following requirements apply to all new construction, additions over 50% of the existing footprint, or redevelopment:

a) A minimum of 60% of the building footprint on the ground floor at street level shall be used for permitted non-residential principal uses only.

- This area shall not include space devoted to building management, or areas not open to the general public, such as residents' fitness facilities or common rooms.
- Residential uses on the street level shall be limited to Accessory uses such as lobbies, mailrooms, hallways, bike storage, etc. No dwelling units may be located on the street level unless all of the following conditions are met:
 - The building has three or more dwelling units.
 - The building does not have an elevator.
 - A commercial space is located on the second level, with a floor area equal to or exceeding that of any street level dwelling units.

b) The ground floor at street level shall have frontage at least 80% occupied by non-residential uses; and

c) At least 40% of building footprint on the upper floors may be used for permitted non-residential principal uses.

ARTICLE 37 ZONING BYLAW AMENDMENT / MULTI-FAMILY PARKING REDUCTION

To see if the Town will vote to amend Section 6 of the Zoning Bylaw to provide additional options for reducing parking requirements in multi-family residential developments and add a definition and standards for cargo bicycle parking; or take any action related thereto.

(Inserted at the request of Vincent Baudoin and 10 registered voters)

DRAFT AMENDMENT

Amend Section 6.1.12 Bicycle Parking to add Paragraph I as follows:

- I. **Cargo Bicycle Parking.** Bicycle parking spaces may qualify as cargo bicycle parking spaces if they meet the following requirements:
- (1) Must accommodate a bicycle at least 9 feet in length and 3.5 feet wide
 - (2) Minimum vertical clearance of 7 feet
 - (3) Minimum aisle width adjacent to the parking space: 5 feet
 - (4) Storage that requires lifting the bicycle off the ground or floor shall not qualify as cargo bicycle parking.
 - (5) Cargo bicycle parking spaces must otherwise comply with the standards for bicycle parking set forth in this section.

Add a new Section 6.1.6, Parking Reduction for Multi-Family Residential Developments, and renumber subsequent subsections in Section 6.1.

6.1.6 Parking Reduction for Multi-Family Residential Developments

For multi-family residential developments in all zones, the parking space requirements may be reduced below that required in the Table of Off-Street Parking Regulations without requiring a special permit, provided that the project achieves a specified number of points using one or more of the Transportation Demand Management (TDM) methods listed below:

A. Proximity to Public Transit (2 or 4 points):

- (1) Locate the building within 0.25 miles of a Transit Station as defined by 760 CMR 71.02 (2 points), or;
- (2) Locate the building within 0.25 miles of a Transit Stop served by a route designated by the MBTA as a 'Frequent Bus Route', or another route that the Department of Planning and Community Development determines provides equivalent or better service. (4 points)
- (3) Distance shall be measured in a straight line from any building entrance accessible to residents.

B. Additional Bicycle Parking (2 points)

- (1) Provide at least 50 percent more long-term bicycle parking spaces than the minimum required by the bylaw.

C. Cargo Bicycle Parking (3 points):

- (1) Spaces shall meet the requirements of Section 6.1.12.(l).
- (2) Cargo bicycle parking spaces may count toward the required number of bicycle parking spaces.
- (3) Provide a minimum of 2 spaces or 0.20 spaces per dwelling unit, whichever is greater.

D. Electric Bicycle Charging (3 points):

- (1) Provide facilities for charging light electric vehicles such as e-bikes and scooters. Charging points may consist of one or both of the following:
 - Battery charging lockers with integrated power supply;
 - Electrical outlets (minimum 110V) located within 4 feet of a bicycle rack or designated parking area for light electric vehicles.
- (2) Provide charging points sufficient to serve at least 2 light electric vehicles, or 10 percent of the bicycle parking spaces required by the bylaw, whichever is greater.

E. Subsidized Transit Passes (3 points if item A(2) above is met, otherwise 1 point):

- (1) Provide at least one subsidized monthly transit pass per residential unit for a minimum of 12 months after occupancy.
- (2) The subsidy must cover 100% of the cost of a monthly transit pass (equivalent to MBTA LinkPass or greater in value) for each eligible resident or employee.
- (3) Subsidized transit passes must be offered for a minimum of 12 months after the building receives its certificate of occupancy. For rental residential projects, subsidies must be offered on a rolling basis to all new tenants for their first 12 months of occupancy.
- (4) Owners must submit annual reports to the Department of Planning and Community Development for the first 2 years following occupancy, detailing:
 - The number of passes distributed.
 - The value of subsidies provided.
 - Outreach efforts to inform residents or employees about the program.
- (5) The Department of Planning and Community Development may review and adjust compliance requirements if participation falls below expected levels.
- (6) Administration:
 - Owners may administer subsidies directly or through a third-party vendor specializing in transportation benefits (e.g., Edenred, WageWorks, Jawnt).
 - Owners must provide evidence that clear instructions are provided to all residents on how to redeem the subsidy.

F. Unbundle Parking (2 points):

- (1) Owners must demonstrate that they will separate the cost of parking from the cost of renting, leasing, or owning a residential unit. Residents shall have the option not to rent, lease, or own a parking space.

G. Off-Site Parking (2 points)

- (1) Owners must demonstrate that residents have access to parking outside the development site, either on- or off-street, that is reliably available without significant restrictions that would make it impractical for use by residents (such as overnight bans or time limits).

H. Fee In Lieu of Parking:

(1) Owners may reduce their parking requirements by paying a fee in lieu of providing on-site parking. These funds shall be directed to the Sustainable Transportation Fund and used to enhance transportation alternatives for Town residents. The following provisions apply:

- A parking reduction of up to 25% is allowed under this provision and may be used in combination with other TDM methods; however, the total number of spaces may not be reduced below 25% of that required in the Table of Off-Street Parking Regulations (unless otherwise allowed by special permit).
- The Sustainable Transportation Fund shall be managed under the direction of the Town Manager and Director of Planning, with an annual report provided to the Select Board detailing contributions, fund usage and outcomes.
- Fees collected shall be used exclusively for projects or programs that improve sustainable transportation options, such as public transit enhancements, pedestrian and bicycle infrastructure, rideshare programs, or other mobility initiatives.
- The fee amount shall be calculated per parking space eliminated via this provision, and shall be no less than \$10,000 per space eliminated. The fee may be reviewed and adjusted periodically by vote of the Arlington Redevelopment Board (with input from the Town Manager and/or the Director of Planning) to reflect current development costs, transportation needs, and other relevant factors.

I. Review: Projects seeking parking reductions under this section shall submit a Parking Reduction Compliance Form to the Department of Planning and Community Development, including documentation of how the project meets the point requirements. The Department of Planning and Community Development shall review and approve the application administratively, without requiring a special permit.

Points required to achieve parking reduction are as follows:

<u>Number of residential units</u>	<u>Number of points required for:</u>		
	<u>25% reductions</u>	<u>50% reductions</u>	<u>75 % reductions</u>
<u>3-9</u>	<u>3 points</u>	<u>6 points</u>	<u>11 points</u>
<u>10-39</u>	<u>6 points</u>	<u>9 points</u>	<u>13 points</u>
<u>40 or more</u>	<u>9 points</u>	<u>12 points</u>	<u>15 points</u>

ARTICLE 38

ZONING BYLAW AMENDMENT / USE REGULATIONS FOR RESIDENTIAL DISTRICTS

To see if the Town will vote to amend the Zoning Bylaw Section 2 Definitions and Section 5 District Regulations to allow additional business uses in residential districts; or take any action related thereto.

(Inserted at the request of Andrew S. Greenspon and 10 registered voters)

DRAFT AMENDMENT

Amend SECTION 2, DEFINITIONS, as follows:

Add definition:

Fitness or health club: A facility that provides health and fitness facilities, group fitness classes, swimming pool, snack bar, retail sales of related sports, health or fitness items, and other support facilities.

Amend SECTION 5.4.3, USE REGULATIONS FOR RESIDENTIAL DISTRICTS, as follows:

Class of Use	R0	R1	R2	R3	R4	R5	R6	R7
Personal, Consumer and Business Services								
Funeral Home						SP	SP	SP
<u>Personal service establishment</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<u>Hand laundry, dry cleaning, or tailor with more than 5 employees on site at the same time</u>					<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>
<u>Fitness or health club</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
Eating and Drinking Establishments								
Restaurant => 2,000 sq. ft., and any restaurant that is principal use on lot of 10,000 sq. ft. or more								SP
<u>Restaurant < 1500 sq. ft.</u>				<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
Retail								
Retail, general, with more than 3,000 sq. ft. of gross floor area								SP
Retail, local, with less than 3,000 sq. ft. of gross floor area								SP
<u>Retail, local, with less than 1,500 sq. ft. of gross floor area</u>				<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
Office Uses								
Business, professional or medical/ clinic offices								
• Less than 3,000 sq. ft. gross floor area per building	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	Y	Y

Class of Use	R0	R1	R2	R3	R4	R5	R6	R7
• 3,000 sq. ft. or more gross floor area per building							SP	SP
• In an existing building originally designed for single or two-family residential use, if the building retains its residential appearance and fronts on a street with at least 50 foot right-of-way	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	Y	Y
• In an existing building originally designed for single or two-family residential use, if the building retains its residential appearance and fronts on a street with < 50 foot right of way	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	SP <u>Y</u>
Physician or Clergy office within a residence with up to 1 nonresident employee	SP	SP	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
...								
<u>Other Principal Uses</u>								
<u>Artistic/creative production</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<u>Accessory Uses</u>								
...								
Catering Service	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	Y

ARTICLE 40 **ZONING BYLAW AMENDMENT /** **TWO-FAMILY CONSTRUCTION ALLOWED BY RIGHT IN R0 AND R1 RESIDENTIAL ZONES**

To see if the Town will vote to amend Section 5.4 of the Zoning Bylaw by amending definitions and expanding allowable residential uses in R0 Large Lot Single-Family District and R1 Single-Family District; or take any action related thereto.

(Inserted at the request of David Levy and 10 registered voters)

DRAFT AMENDMENT

Amend SECTION 5.4.1.A, as follows:

- A. R0, R1, and R2. The R0, R1, and R2 districts are traditional residential districts. Together, these districts comprise a substantial majority of the residentially zoned land in Arlington.
- (1) R0: Large Lot ~~Single-Family Residential~~ District. The Large Lot ~~Single-Family Residential~~ District has the lowest residential density of all districts and is generally served by local streets only. The Town discourages intensive land uses, uses that would detract from the ~~single-family~~ residential character of these neighborhoods, and uses that would otherwise interfere with the intent of this Bylaw.
- (2) R1: ~~Single-Family Residential~~ District. The predominant uses in R1 are single-family, two-family, and duplex dwellings, and public land and buildings. The Town discourages intensive land uses, uses that would detract from the ~~single-family~~ residential character of these neighborhoods, and uses that would otherwise interfere with the intent of this Bylaw.

Amend SECTION 5.4.2, Dimensional and Density Requirements, Subsection A, Tables of Dimensional and Density Regulations, as follows:

- Change the “R District Building Height and Floor Area Ratio Regulations” table; combine the rows relating to R0, R1, and R2 structures such that it includes “Single Family detached dwelling, two-family dwelling, duplex dwelling” on the first line;

so that said rows read as follows:

District Use	Maximum Allowed		
	Maximum Height (ft.)	Maximum height (stories)	Maximum Floor Area Ratio (FAR)
R0, R1, <u>R2</u>			
Single Family detached dwelling, <u>two-family dwelling, duplex dwelling</u>	35	2 ½	-----
Other permitted structure	35	2 ½	0.35
R2			
Single family detached dwelling, two-family dwelling or duplex dwelling	35	2-½	-----
Other permitted structure	35	2-½	0.35

Amend SECTION 5.4.3, Use Regulations for Residential Districts, as follows:

- On line 3 of “Use Regulations for Residential Districts” table, labeled “Two-family dwelling, duplex,” add the letter “Y” under the columns labeled “R0” and “R1”;

so that said row read as follows:

Class of Use	R0	R1	R2	R3	R4	R5	R6	R7
Residential								
Two-family dwelling, duplex	Y	Y	Y	Y	Y	Y	Y	Y

ARTICLE 43

ZONING BYLAW AMENDMENT / PUBLIC SHADE TREES

To see if the Town will vote to amend Section 6.3.4 of the Zoning Bylaw, which requires developers to plant a street tree every 25' in front of the property, to add provisions to increase the likelihood of survival of trees by requiring Tree Warden approval of chosen trees, more specific maintenance requirements, regular reports to DPCD on the health of trees planted, and planting on the private property if there is no suitable place in the public way (except for exceptional circumstances); or take any action related thereto.

(Inserted at the request of Susan Stamps and 10 registered voters)

DRAFT AMENDMENT

Amend SECTION 6.3, as follows:

6.3 PUBLIC SHADE TREES

6.3.1. Purpose

The purpose of this Section 6.3 is to:

- A. Provide for adequate shade tree coverage along Arlington's main corridors;
- B. Implement carbon neutral policies of the Town of Arlington;
- C. Address heat island effects emanating from Arlington's ~~main corridors~~ streets and buildings;
- D. Enhance public health and walkability with proper shading.

6.3.2. Applicability

In the Business, Residential, and Multi-Family Housing Overlay Districts, new construction, additions over 50% of the existing footprint, or redevelopment shall provide one public shade tree every 25 linear feet of lot frontage along the public way where there is not already a public shade tree.

6.3.3. Administration

- A. This Section 6.3 shall be administered subject to Sections 3.3, Special Permits, 3.4, Environmental Design Review, and Site Plan Review, as applicable, by the Arlington Redevelopment Board. It shall be administered by the Zoning Board of Appeals for projects under its review. It shall be administered by the Department of Planning and Community Development if the project is not subject to review by the Redevelopment Board or Zoning Board of Appeals.
- B. Public shade trees shall be provided for any applicable use above and in accordance with the Standards established in this Section 6.3.

6.3.4. Standards

- A. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips.

- B. Trees shall be selected from the ~~approved~~ tree list set forth by the Tree Committee and approved by the Tree Warden. The Tree Warden shall approve the choice of trees for each project.
- C. When planted, trees must be a minimum ~~height of ten (10) feet or~~ two (2) inches in caliper. Trees must be able to reach 25 feet in height at maturity unless they are planted under utility wires.
- D. All new trees shall be planted and maintained, including watering, by the installer or its designee, in accordance with ~~American Standard for Nursery Stock standards~~ the USDA Forest Service Tree Owner's Manual standards, or other standards the Redevelopment Board may designate, for a period of no less than 36 months from the date of planting, ~~or other standards the Redevelopment Board may designate.~~ The Owner shall inspect the trees upon planting and every year during the 36-month period and file a status report each time with the Department of Planning and Community Development. Replacement trees of similar size approved by the Tree Warden are required to be planted by the Owner in the event of tree death or decline during the 36-month period. Properties in which there are preexisting public shade trees at the required spacing along the public way are exempt.
- E. Where there is no ~~other~~ suitable location within the public way, shade trees ~~may~~ shall be proposed in locations within the front of the lot within 20 feet of the public right of way, or in exceptional circumstances the Arlington Redevelopment Board or Zoning Board of Appeals, as applicable, ~~may allow~~ shall require the owner to plant the trees elsewhere on the property or, if not feasible, make a financial contribution to the Arlington Tree Fund. The Department of Planning and Community Development may make such allowance for projects not subject to review by the Redevelopment Board or Zoning Board of Appeals.

The Arlington Redevelopment Board or Zoning Board of Appeals, as applicable, may grant an increase in spacing between plantings where a new planting would conflict with existing trees, retaining walls, utilities, and similar physical barriers, or other curbside uses. The Department of Planning and Community Development may grant such increases for projects not subject to review by the Redevelopment Board or Zoning Board of Appeals.

6.3.5. Computation

When computation of the number of required public shade trees results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number. The Arlington Redevelopment Board may allow the owner to make a financial contribution to the Arlington Tree Fund in an amount equivalent to the full and fair market value of the additional whole tree.

ARTICLE 44

**ZONING BYLAW AMENDMENT /
AFFORDABLE HOUSING OVERLAY DISTRICT**

To see if the Town will vote to amend the Zoning Bylaw to establish an affordable housing overlay district to allow multi-family affordable housing as-of-right in any district except Industrial or Open Space; or take any action related thereto.

(Inserted at the request of John L. Worden III and 10 registered voters)

INFORMATION

No main motion language has been submitted for this warrant article.

The original warrant article submission contained the following language:

AFFORDABLE HOUSING OVERLAY

To see if the Town will vote to amend the Zoning Bylaw to establish an affordable housing overlay, substantially as follows:

Multifamily affordable housing buildings may be allowed in any district except Industrial or Open Space, subject to the following requirements:

One market rate unit is allowed but all other units must be rented or sold at affordable prices as defined in Section 8.2 of the Town of Arlington Zoning Bylaw, and must be affordable in perpetuity.

Although conversion of existing buildings is preferable, in the case of expansion or new construction, height, frontage, lot size, and setbacks of existing regulations of the particular district must be observed. In any event no new construction may block sunlight from existing or potential solar cells on a building on an adjacent lot, no building on any historic list or inventory may be demolished, and no mature trees may be cut down. Or take any action related thereto.

COMMENT

This article addresses the need for affordable housing in a scattered-site manner with minimal disruption to Arlington's diverse neighborhoods. The preservation of the scale and ambiance of our neighborhoods is important to the Town and fair to the residents many of whom have made substantial investments in their homes.

NO NET LOSS FOR LOCAL BUSINESSES



PRESENTED TO THE ARLINGTON REDEVELOPMENT BOARD ON 03/17/2025

BY KRISTIN ANDERSON & WYNELLE EVANS



2025 SPRING TOWN MEETING WARRANT ARTICLE

NO NET LOSS OF COMMERCIAL SPACE FOR LOCAL BUSINESS

ARTICLE NO. 36

To see if the Town will vote to amend the Zoning Bylaw in Section 5.5.2.B, to require a minimum floor area for permitted non-residential principal uses in mixed use developments equal to a percentage of the area of the building footprint, or take any action related thereto.

A minimum of **60% of the building footprint area shall be** used for permitted non-residential principal uses at the street level.

At least **40% of building footprint on the upper floors may be** used for permitted non-nonresidential principal uses.

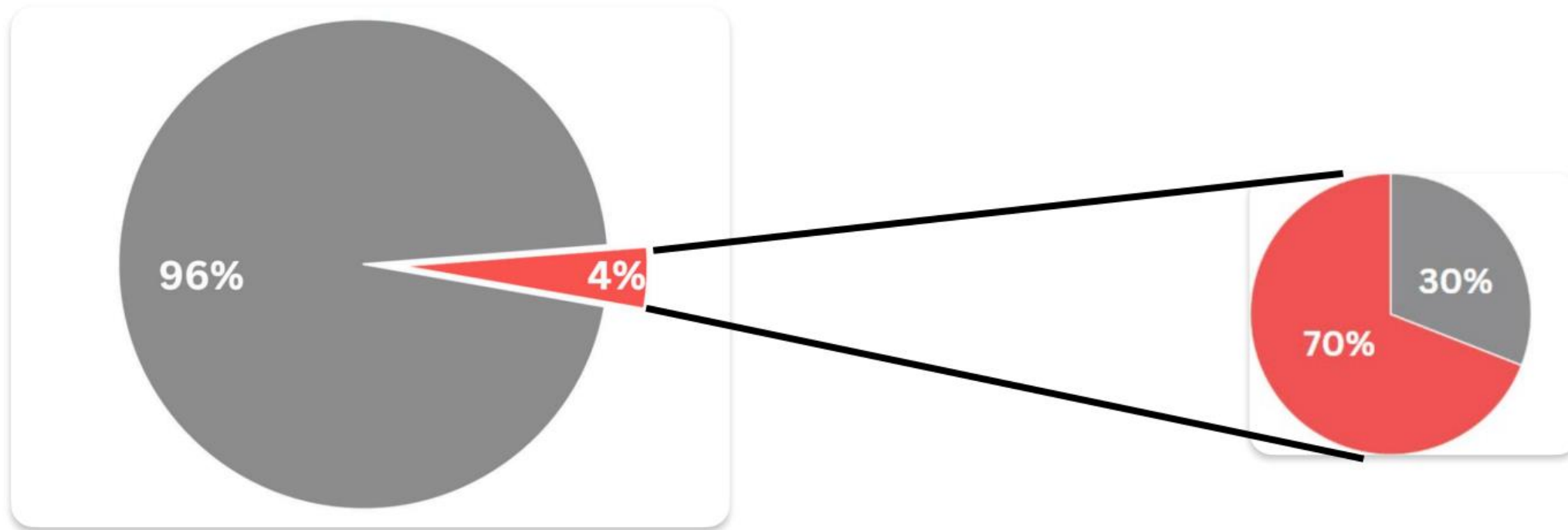
LOCAL BUSINESSES ARE **VITAL INFRASTRUCTURE** TO THE TOWN.

Small businesses make Arlington a vibrant community worth living in. Local businesses provide needed services, products, and jobs to residents. Businesses contribute to dynamic and inviting streetscapes. Businesses create a walkable environment, providing residents with the ability to meet most everyday needs locally. Small businesses provide amenities and necessities, including grocery stores, medical facilities, daycare, banks, theaters, cafes, restaurants, a farmer's market, bakeries, florists, gyms, offices, art galleries and art studios, and services including legal, architectural, consulting, landscaping, auto repair, warehousing, construction, investment, personal care, moving, storage, ambulances, ...

Fostering a variety of local businesses helps residents stay local. Accessing our needs locally on foot or on bike - or via shorter car or bus trips - leads to carbon reduction. Protecting and increasing space for local businesses helps us to meet our Climate Goals.

Local businesses are a key component of **walkable 15-minute neighborhoods** which reduce dependence on automobiles.

ARLINGTON IS LOSING LOCAL BUSINESSES

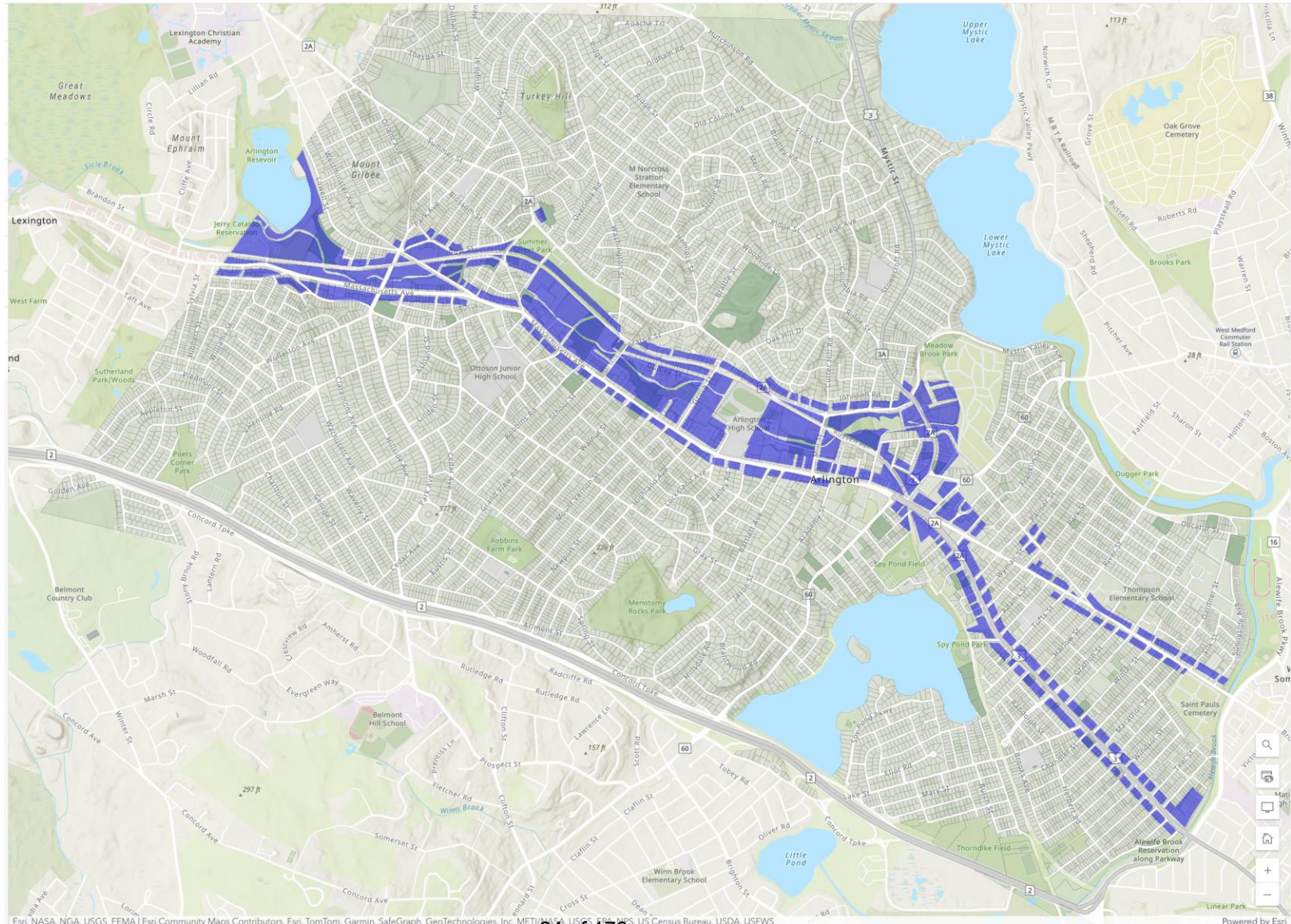


BUT A FRACTION OF THE LAND THAT IS ZONED FOR BUSINESS IS USED FOR BUSINESS.

THE 1924 ZONING MAP: PARCELS ZONED FOR BUSINESS

Businesses were
zoned along
the Mill Brook Corridor,
the Railroad,
Mass Ave,
& Broadway.

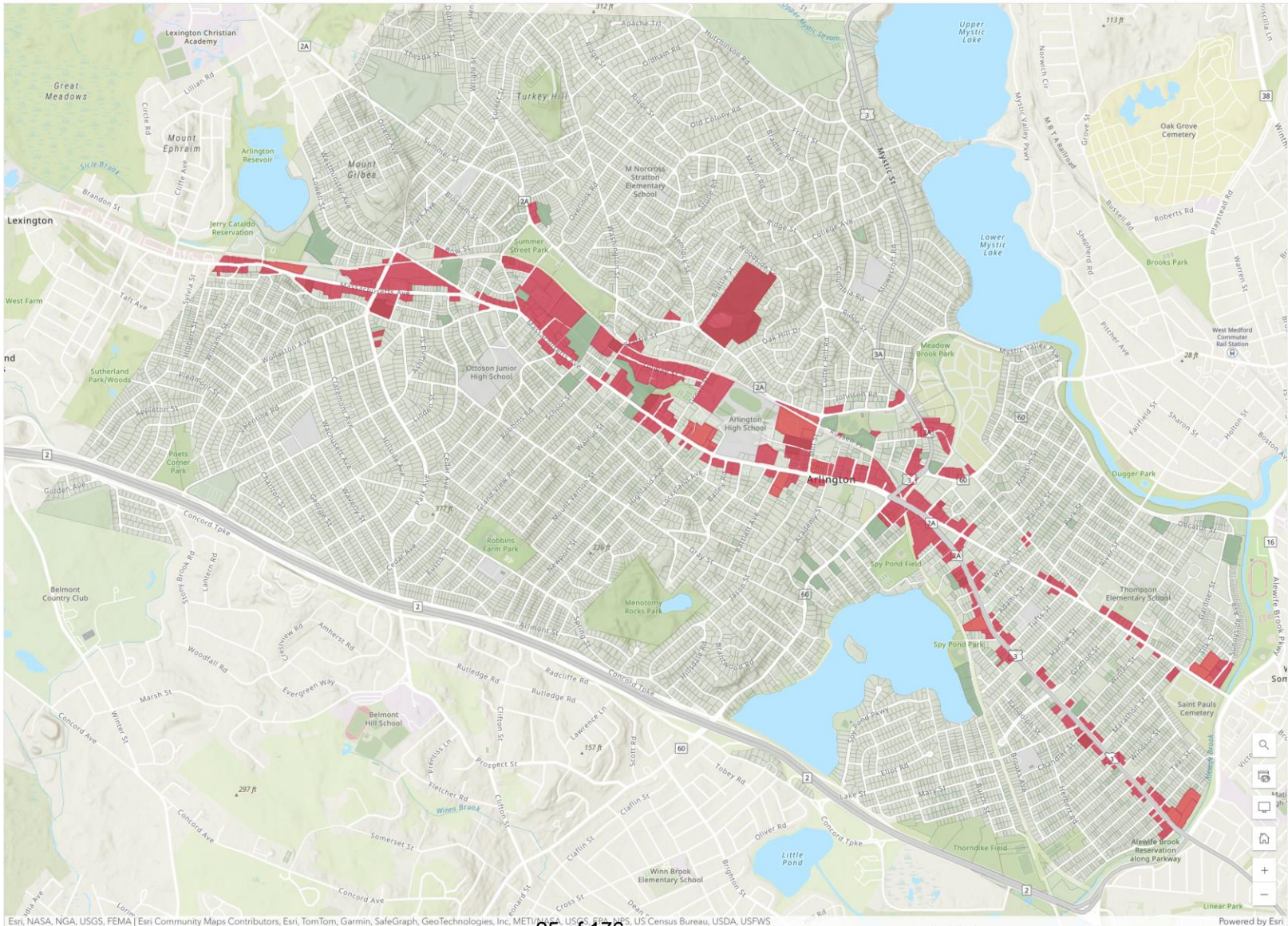
7% LAND AREA



247 ACRES ZONED FOR BUSINESS IN 1924

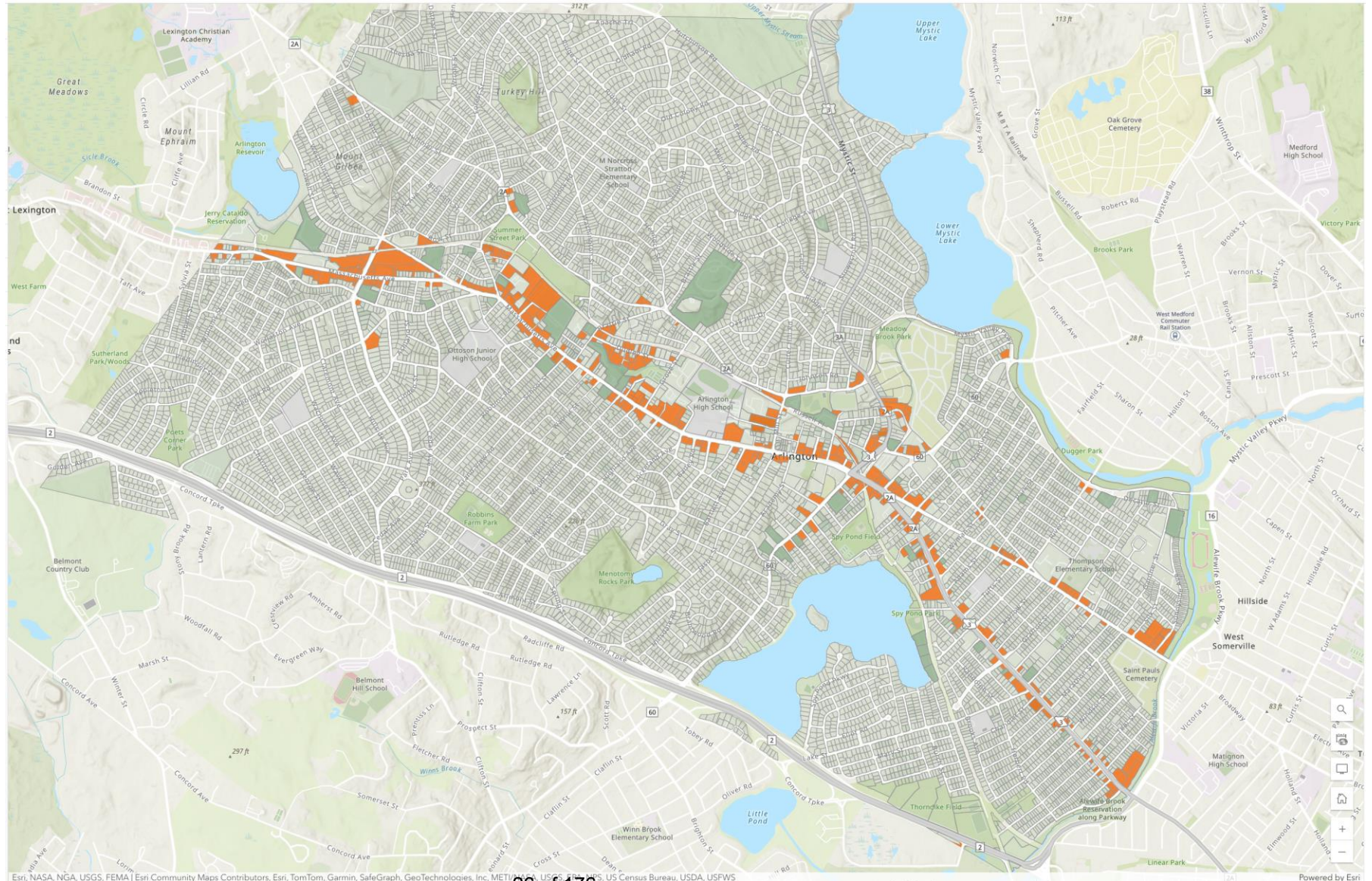
**THE 2024
ZONING MAP:
PARCELS **ZONED**
FOR BUSINESS**

4% LAND AREA



147 ACRES ZONED FOR BUSINESS IN 2024

**2024
ASSESSOR'S
DATA:
PARCELS USED
FOR BUSINESS
3% LAND AREA**



26 of 176

101 ACRES USED FOR BUSINESS IN 2024

ARLINGTON IS LOSING SPACE FOR BUSINESSES.

Redevelopment has led to the loss of space for local businesses because **Arlington is not protecting space for business.**

By comparison, in the 10 years between 2005 and 2015, Cambridge has seen a 19.5% increase in space for their businesses.

Cambridge has been experiencing **SMART GROWTH**, which allows the city to provide generous residential tax exemptions, as well as funding for affordable housing & infrastructure improvements.

THE TROUBLE WITH MIXED-USE

Mixed-use redevelopment is leading to the continued decline in the amount of available space for businesses.

At the recently redeveloped Toraya block, at 882 Mass Ave, the town **lost 71% of the original building's space for business.**

Before the single-story commercial building was redeveloped as mixed-use, it provided five store fronts with **4458 square feet** of commercial space.

The new four-story building offers only **1300 square feet** of commercial space.



Other Mixed-Use Development:

The recently redeveloped mixed-use building at Mass Ave & Medford St resulted in a 45% reduction in commercial space.

The redevelopment at Mass Ave & Lake St proposes a 50% reduction in commercial space.

WHAT ABOUT EMPTY STOREFRONTS?

Compared to neighboring municipalities, **Arlington does not have many empty storefronts.**

Importantly, there **should** be available space for businesses to move into.

Why storefronts remain empty for extended periods of time:

1. According to the **Chamber of Commerce** and our **Economic Development Coordinator**, store fronts remain vacant because they are too small. Retail businesses are looking for at least 1000-1500 sf. Restaurants require 2000-2500 sf.
2. Businesses are looking for long-term leases to protect their build-out and relocation investments and cannot move into buildings that are slated for redevelopment. Think: Christo's at Mass Ave and Lake St
3. Businesses are looking for reasonable terms. Think: Tango on Mass Ave in the Center

ARLINGTON'S **MBTA COMMUNITIES HOUSING OVERLAY** PROVIDES A BLUEPRINT FOR **NO NET LOSS** BUSINESS USE REQUIREMENT:

From the town's MBTA Communities Overlay bylaw:

"ground floor at street level will be at least 60% occupied by eating and drinking establishments, businesses services, childcare, or retail uses, there are no residential units on the ground floor at street level, the second floor may be at least 40% occupied by eating and drinking establishments, businesses services, childcare, health, business, professional, or medical services, and the frontage is at least 80% occupied by said non-residential uses"

In mixed-use developments, the first floor must have space for a lobby to provide access to the upper floors.

But **we can require business use on the first floor and encourage upper floor business use.**

In the business zones, 100% of the building's footprint square footage should be used for business.

NO NET LOSS FOR BUSINESS ZONING

- ✓ Improves today's zoning bylaw by protecting space for local business.
- ✓ Compliments the ARB's plans for business district improvements at Capitol Square, the Center, & the Heights.
- ✓ Encourages developers to build taller buildings with more housing units.
- ✓ Encourages development of new buildings with elevators, providing access for folks with mobility concerns.

ALTERNATIVES FOR ARLINGTON: MULTIPLE FLOOR COMMERCIAL SPACE

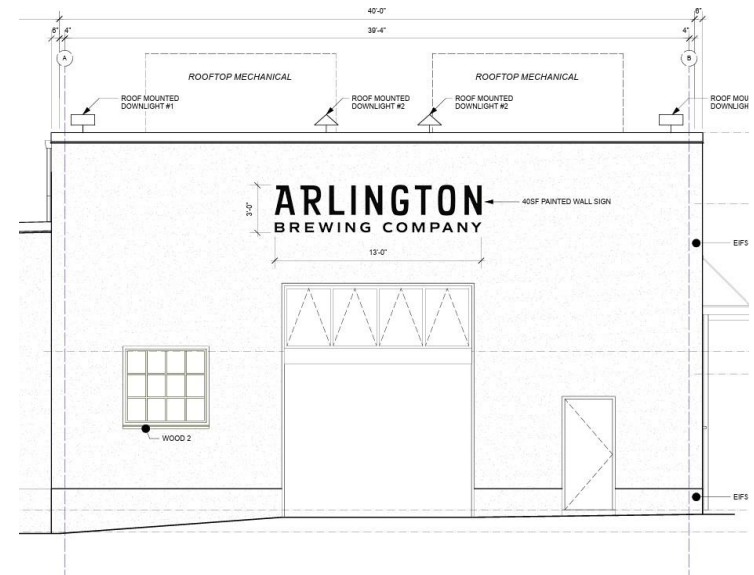
Watertown: 200 Talcott Ave at **Arsenal Yards** features first and second floor commercial space.

Somerville: multi-floor commercial mixed-use development has sprouted up in **Assembly Row, Boynton Yards, & Bow Market**.

Winchester: in the process of planning the North Main Street Mixed-Use District (MSMD), which features multi-floor business use.

Medford: Wellington Station development proposals reveal ground floor retail with upper floor office and residential use.

Arlington: **Arlington Brewing Company** proposes 2 floors of commercial use for manufacturing and a pub with beer garden at 15 Ryder Street.





THE NEXT 100 YEARS.

Looking back 100 years, we can see how our town has evolved.

Over the next century, we can expect dramatic changes. As our population grows, we will need more businesses to support residents.

To ensure a sustainable future, Arlington needs **smart growth**, with vibrant neighborhoods where residents can access essential jobs, services, and amenities within a 15-minute walk or bus ride.

There is space for everyone, but the trend for local business has been negative. We must begin to protect space for local businesses.

Please vote YES in favor of protecting space for local business.



RECEIVED BY THE
SELECT BOARD OFFICE
ARLINGTON, MA 02476

2025 JAN 31 AM 9:44

Warrant Article Submission Form

PETITION OF TEN REGISTERED VOTERS FOR INSERTION OF ARTICLE INTO THE WARRANT FOR THE ANNUAL (SPECIAL) TOWN MEETING.

File Completed Form with the Office of the Select Board no later than Friday, January 31, 2025, 12:00/Noon.

We, the undersigned registered voters (10 for Annual, 100 for Special) of the Town of Arlington, hereby petition the Select Board pursuant to MGL c. 39, § 10 to insert the following article(s) into the warrant for the Annual (Special) Town Meeting.

ARTICLE

Proposed Title/

Subject Matter: No Net Loss of Commercial Space for Local Business

To see if the Town
will vote to or take
any action related
thereto:

To see if the Town will vote to amend the Zoning Bylaw in Section 5.5.2.B, to
set a required minimum floor area percentage for permitted non-residential principal
uses in mixed use developments, or take any action related thereto.

Requested by: Kristin Anderson

(Name one person who will be the contact individual for this article and will serve as the person for upcoming hearings regarding this article.).

Address: 12 Upland Road West, Arlington, MA 02474

Telephone: 781-266-8048

Email: forcedexposure@gmail.com

For Office Use Only – Do Not Write In This Area

Proposed Name/Subject Matter: _____

The primary motion for this article will come from:

Select Board

Redevelopment Board

Finance Committee

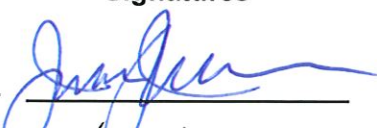



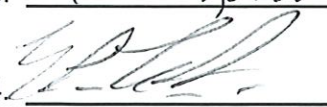
The following groups will comment on this article:

Select Board

Redevelopment Board



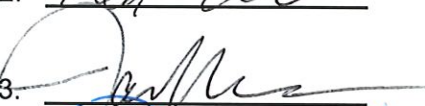
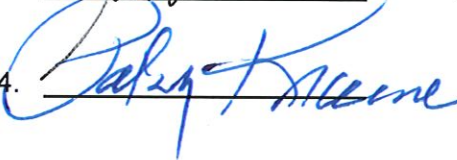
Finance Committee

Proposed Title/Subject Matter No Net Loss of Commercial Space for Local Business

Signatures	Printed Name & Address
1. 	<u>James F. Johnson 12 Vernal Rd. W.</u>
2. 	<u>ALAN H. JONES 1 LEHIGH ST, ARLINGTON</u>
3. <u>Elisabeth Carr Jones</u>	<u>ELISABETH CARR-JONES 1 LEHIGH ST, ARLINGTON MA</u>
4. <u>Rose Udics</u>	<u>ROSE UDICS 77 Fountain Rd., Arlington, MA</u>
5. 	<u>Paula Herman 6 Bacon St. Arlington, MA</u>
6. 	<u>Jonathan Hindmarsh, 22 Weller Rd Arlington, MA</u>
7. <u>DAVID STOFF</u>	<u>DAVID STOFF, 88 FAIRMONT ST. ARLINGTON MA</u>
8. <u>Jennifer Ingram</u>	<u>Jennifer Ingram, 88 FAIRMONT St Arlington MA</u>
9. <u>Diane M. Makon</u>	<u>Diane M. Makon-23 Howard St Arl.</u>
10. <u>Mary Gilbert</u>	<u>Mary Gilbert 55 Bow St. Arl. MA</u>
11. <u>David White</u>	<u>David White, 55 Bow St, Arl MA</u>
12. <u>Valerie Geary</u>	<u>Valerie Geary, 65 Columbia Rd, Arl, MA</u>
13. <u>Marie Lombardi</u>	<u>Marie Lombardi 65 Columbia Rd, Arl, MA</u>
14. 	<u>Edward Lombardi 65 Columbia Rd. Arl, MA</u>
15. <u>George Laite</u>	<u>GEORGE LAITE 25 LA FAYETTE ARL -</u>

(please use additional sheets of paper for signatures if needed)

Proposed Title/Subject Matter No Net Loss of Commercial Space for Local Business

Signatures	Printed Name & Address
1. <u></u>	<u>Andrew S. Greenspan 89 Palmer St,</u>
2. <u></u>	<u>Rebecca Cohn 89 Palmer St</u>
3. <u></u>	<u>James Moore 69 Columbia Rd</u>
4. <u></u>	<u>Patsy Kraemer 85 Columbia Rd.</u>
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____
9. _____	_____
10. _____	_____
11. _____	_____
12. _____	_____
13. _____	_____
14. _____	_____
15. _____	_____

(please use additional sheets of paper for signatures if needed)

Proposed Zoning Bylaw Amendment

Multi-Family Parking Reduction

Arlington Redevelopment Board Presentation
Monday, March 17, 2025

Article Proponent:

Vincent Baudoin
70 Silk Street

Warrant Article Text:

"To see if the Town will vote to amend Section 6 of the Zoning Bylaw to provide additional options for reducing parking requirements in multi-family residential developments and add a definition and standards for cargo bicycle parking; or take any action related thereto."

Proposed Main Motion

Add a new Section 6.1.6, Parking Reduction for Multi-Family Residential Developments, and renumber subsequent subsections in Section 6.1.

For multi-family residential developments in all zones, the parking space requirements may be reduced below that required in the Table of Off-Street Parking Regulations without requiring a special permit, provided that the project achieves a specified number of points using one or more of the Transportation Demand Management (TDM) methods listed below:

A. Proximity to Public Transit (2 or 4 points):

- (1) Locate the building within 0.25 miles of a Transit Station as defined by 760 CMR 71.02 (2 points), or;
- (2) Locate the building within 0.25 miles of a Transit Stop served by a route designated by the MBTA as a 'Frequent Bus Route', or another route that the Department of Planning and Community Development determines provides equivalent or better service. (4 points)
- (3) Distance shall be measured in a straight line from any building entrance accessible to residents.

B. Additional Bicycle Parking (2 points)

- (1) Provide at least 50 percent more long-term bicycle parking spaces than the minimum required by the bylaw.

C. Cargo Bicycle Parking (3 points):

- (1) Spaces shall meet the requirements of Section 6.1.12(I).
- (2) Cargo bicycle parking spaces may count toward the required number of bicycle parking spaces.
- (3) Provide a minimum of 2 spaces or 0.20 spaces per dwelling unit, whichever is greater.

Amend Section 6.1.12 Bicycle Parking to add Paragraph I as follows:

- I. Cargo Bicycle Parking. Bicycle parking spaces may qualify as cargo bicycle parking spaces if they meet the following requirements:
 - (1) Must accommodate a bicycle at least 9 feet in length and 3.5 feet wide
 - (2) Minimum vertical clearance of 7 feet
 - (3) Minimum aisle width adjacent to the parking space: 5 feet
 - (4) Storage that requires lifting the bicycle off the ground or floor shall not qualify as cargo bicycle parking.
 - (5) Cargo bicycle parking spaces must otherwise comply with the standards for bicycle parking set forth in this section.

D. Electric Bicycle Charging (3 points):

(1) Provide facilities for charging light electric vehicles such as e-bikes and scooters. Charging points may consist of one or both of the following:

- Battery charging lockers with integrated power supply;
- Electrical outlets (minimum 110V) located within 4 feet of a bicycle rack or designated parking area for light electric vehicles.

(2) Provide charging points sufficient to serve at least 2 light electric vehicles, or 10 percent of the bicycle parking spaces required by the bylaw, whichever is greater.

E. Subsidized Transit Passes (3 points if item A(2) above is met, otherwise 1 point):

- (1) Provide at least one subsidized monthly transit pass per residential unit for a minimum of 12 months after occupancy.
- (2) The subsidy must cover 100% of the cost of a monthly transit pass (equivalent to MBTA LinkPass or greater in value) for each eligible resident or employee.
- (3) Subsidized transit passes must be offered for a minimum of 12 months after the building receives its certificate of occupancy. For rental residential projects, subsidies must be offered on a rolling basis to all new tenants for their first 12 months of occupancy.
- (4) Owners must submit annual reports to the Department of Planning and Community Development for the first 2 years following occupancy, detailing:
 - The number of passes distributed.
 - The value of subsidies provided.
 - Outreach efforts to inform residents or employees about the program.
- (5) The Department of Planning and Community Development may review and adjust compliance requirements if participation falls below expected levels.
- (6) Administration:
 - Owners may administer subsidies directly or through a third-party vendor specializing in transportation benefits (e.g., Edenred, WageWorks, Jawnt).
 - Owners must provide evidence that clear instructions are provided to all residents on how to redeem the subsidy.

F. Unbundle Parking (2 points):

- (1) Owners must demonstrate that they will separate the cost of parking from the cost of renting, leasing, or owning a residential unit. Residents shall have the option not to rent, lease, or own a parking space.

G. Off-Site Parking (2 points)

- (1) Owners must demonstrate that residents have access to parking outside the development site, either on- or off-street, that is reliably available without significant restrictions that would make it impractical for use by residents (such as overnight bans or time limits).

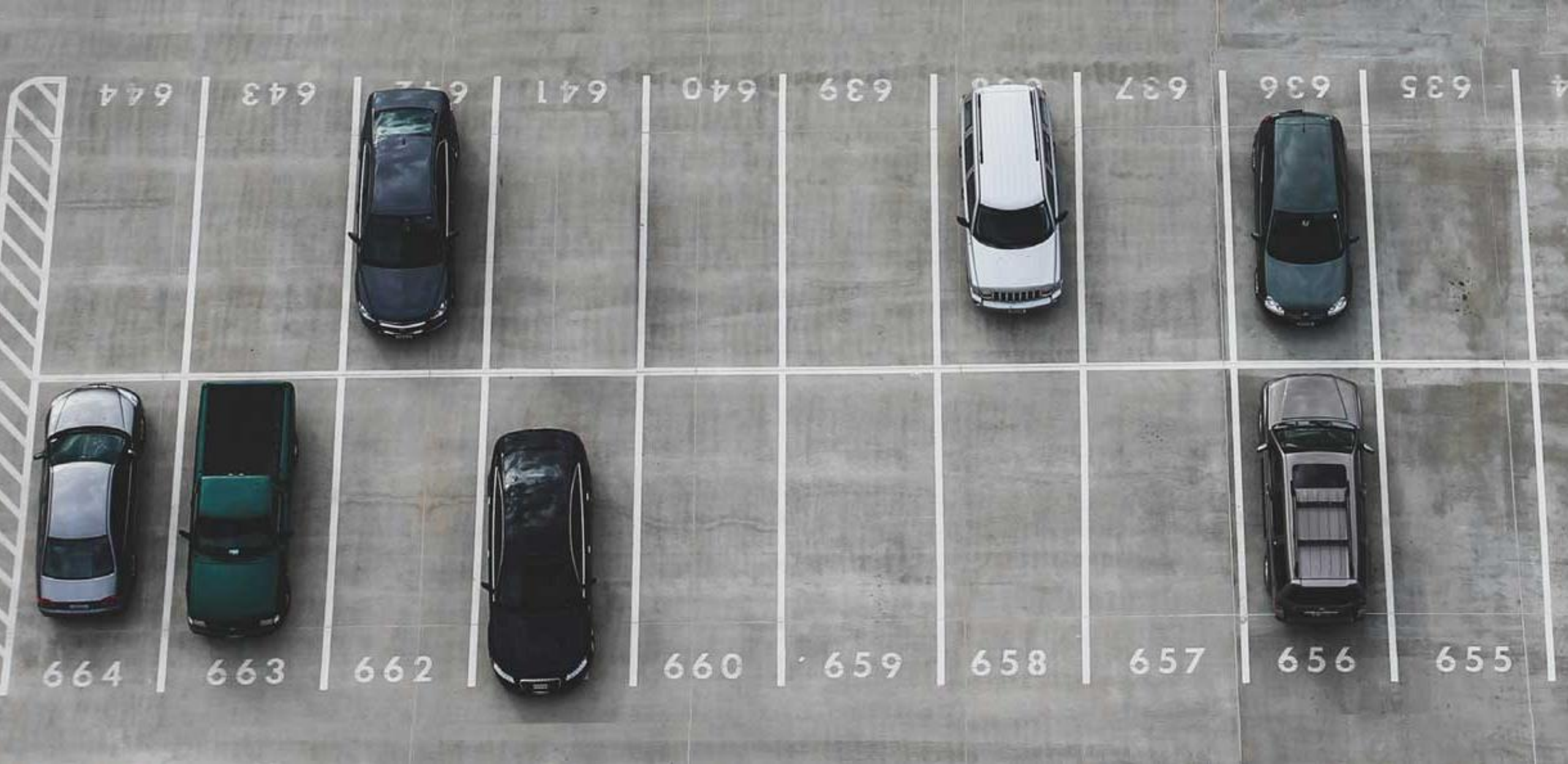
H. Fee In Lieu of Parking:

- (1) Owners may reduce their parking requirements by paying a fee in lieu of providing on-site parking. These funds shall be directed to the Sustainable Transportation Fund and used to enhance transportation alternatives for Town residents. The following provisions apply:
 - A parking reduction of up to 25% is allowed under this provision and may be used in combination with other TDM methods; however, the total number of spaces may not be reduced below 25% of that required in the Table of Off-Street Parking Regulations (unless otherwise allowed by special permit).
 - The Sustainable Transportation Fund shall be managed under the direction of the Town Manager and Director of Planning, with an annual report provided to the Select Board detailing contributions, fund usage and outcomes.
 - Fees collected shall be used exclusively for projects or programs that improve sustainable transportation options, such as public transit enhancements, pedestrian and bicycle infrastructure, rideshare programs, or other mobility initiatives.
 - The fee amount shall be calculated per parking space eliminated via this provision, and shall be no less than \$10,000 per space eliminated. The fee may be reviewed and adjusted periodically by vote of the Arlington Redevelopment Board (with input from the Town Manager and/or the Director of Planning) to reflect current development costs, transportation needs, and other relevant factors.

- I. Review: Projects seeking parking reductions under this section shall submit a Parking Reduction Compliance Form to the Department of Planning and Community Development, including documentation of how the project meets the point requirements. The Department of Planning and Community Development shall review and approve the application administratively, without requiring a special permit.

Points required to achieve parking reduction are as follows:

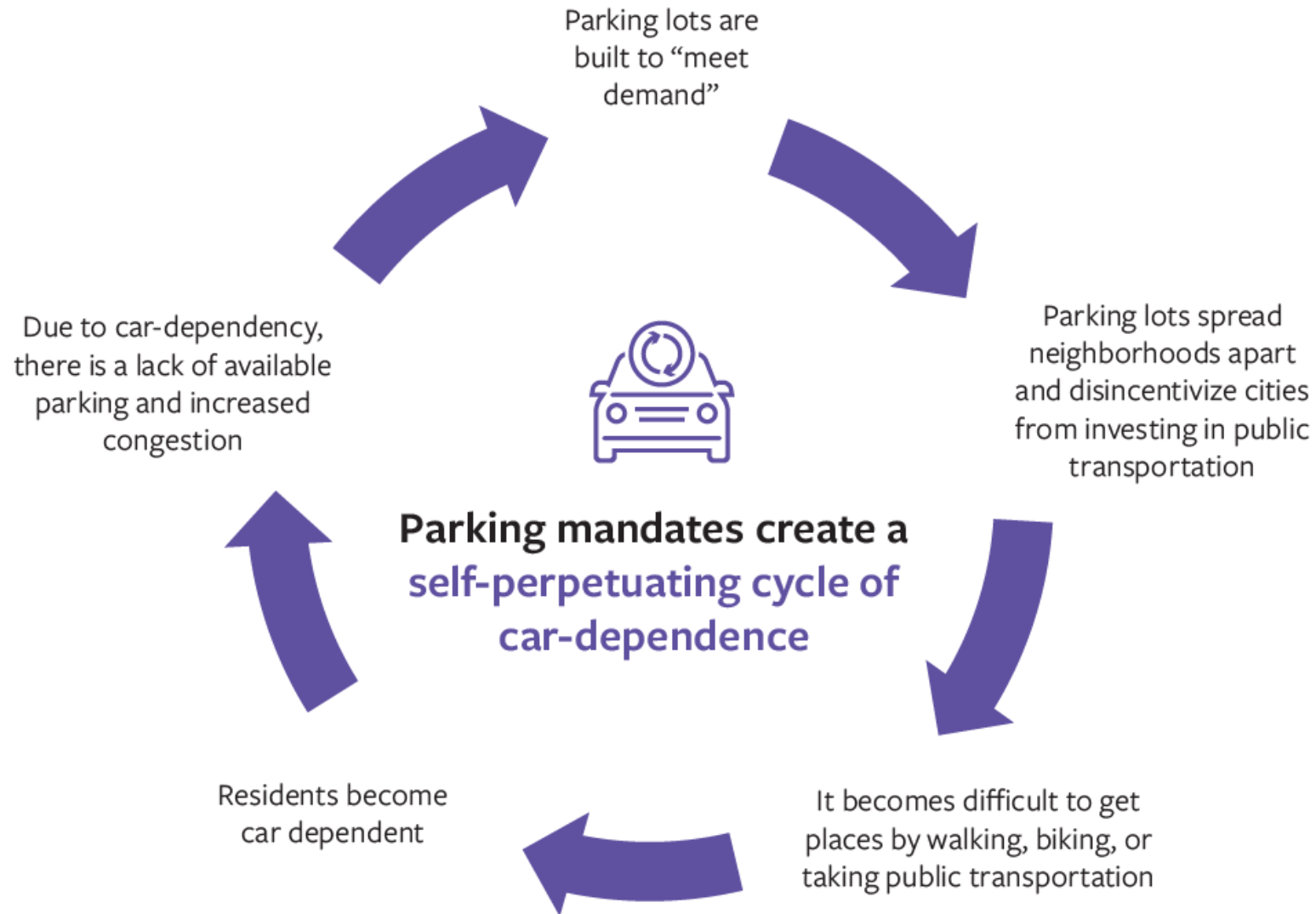
Number of residential units	Number of points required for:		
	25% reduction	50% reduction	75% reduction
3-9	3 points	6 points	11 points
10-39	6 points	9 points	13 points
40 or more	9 points	12 points	15 points



Why add flexibility to our parking mandates? Why now?

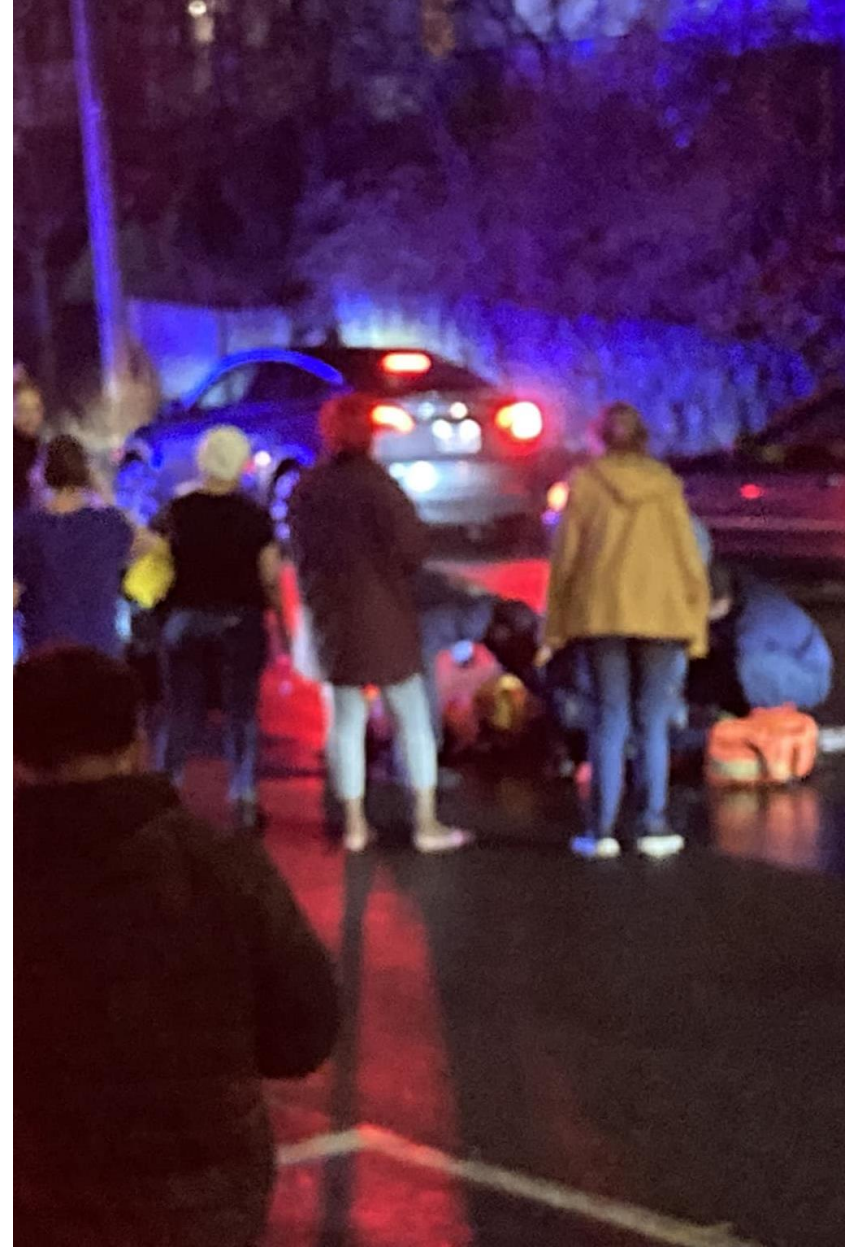
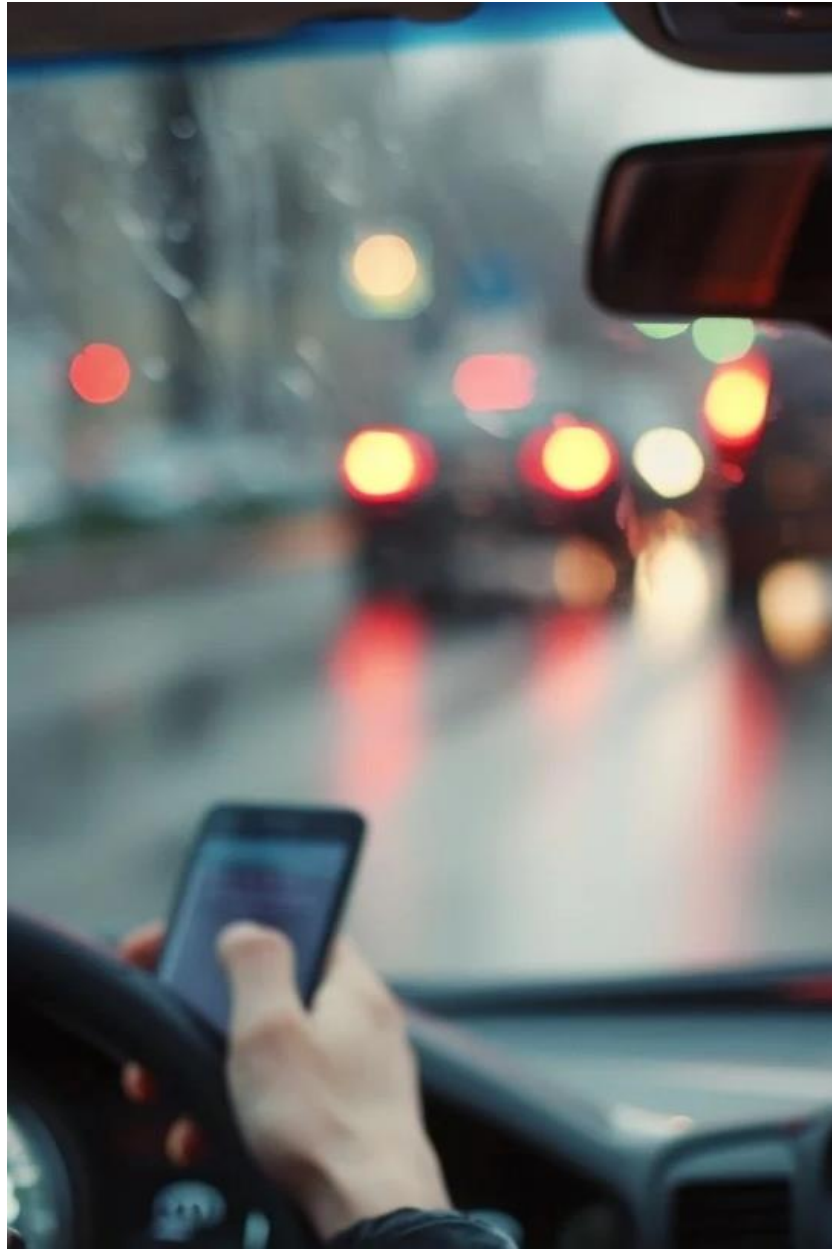
50 of 176

Parking policy can help—or hurt—our efforts to fight climate change and support affordable housing.



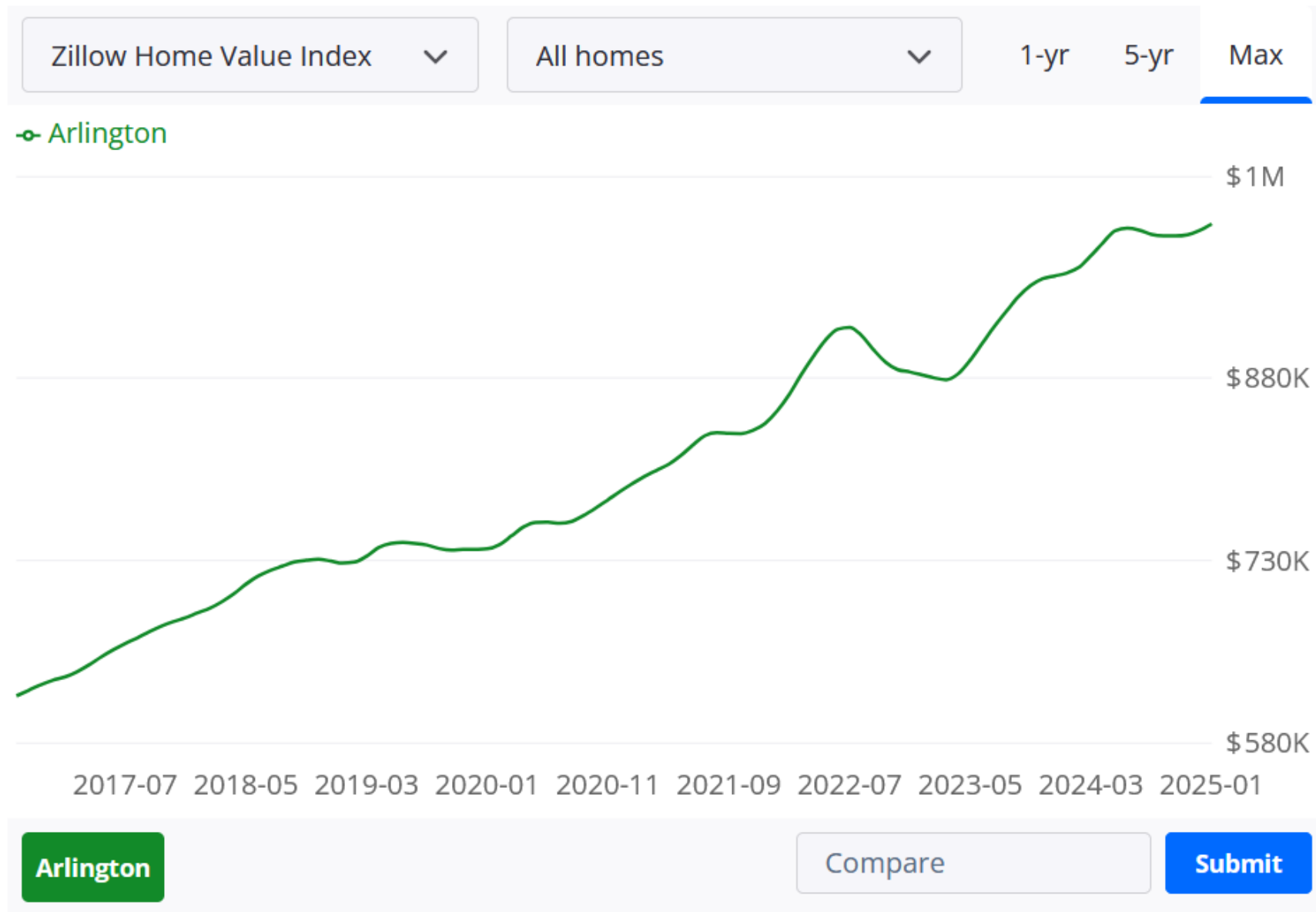
Our current requirements subsidize car ownership and driving.

Mandates force residents and businesses to overbuild parking—which then encourages more driving.



Car dependence is costly to society.

Negative impacts include greenhouse gas emissions, air pollution, wasted time, and traffic fatalities.



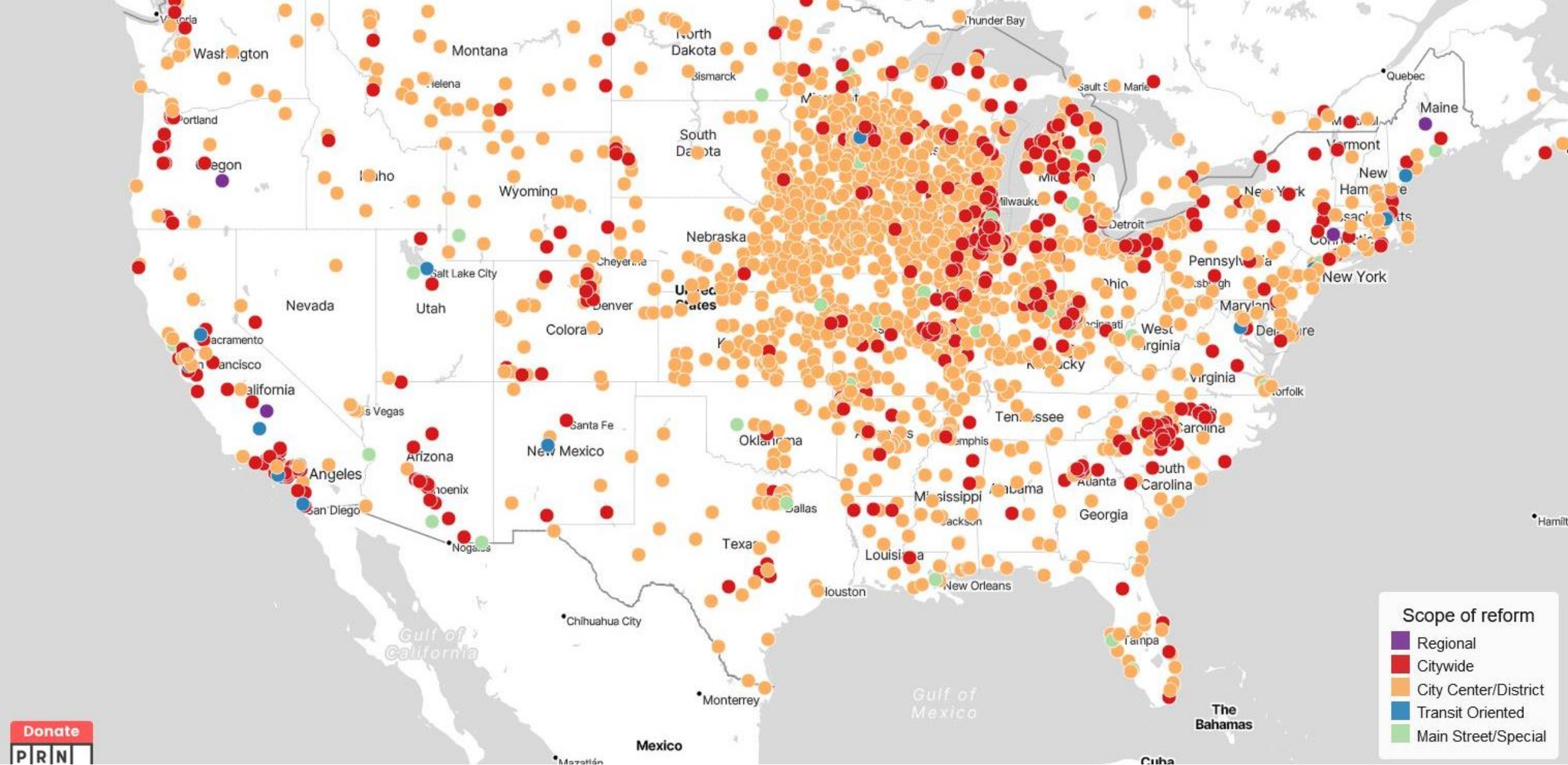
Parking adds to the cost of housing (and business).

53 of 176

Cost estimates vary, but average about \$16,000 per parking space, or \$23,000+ for a garage space.



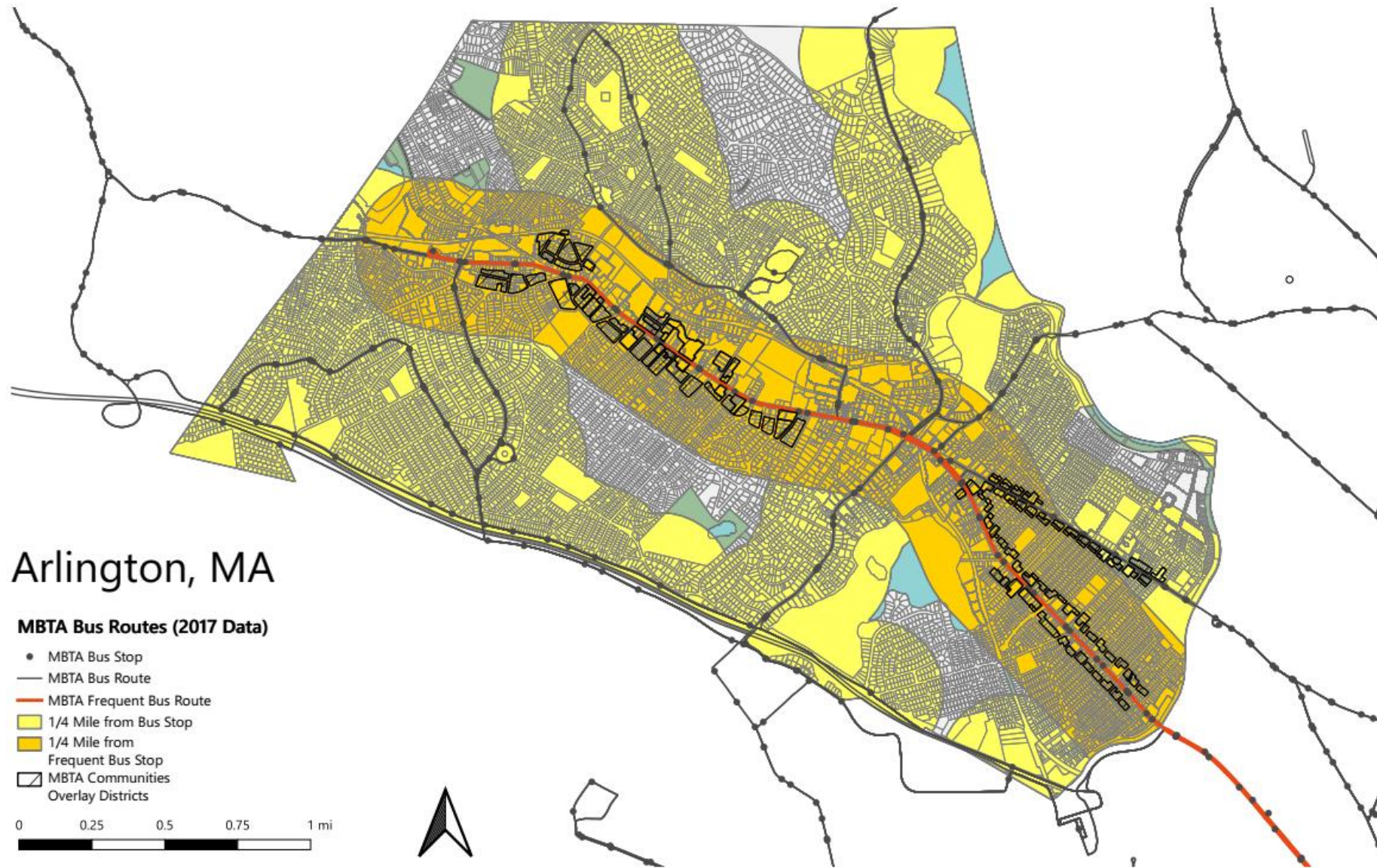
Flexible parking requirements can help reduce our dependence on cars.
Car-light development accommodates those who need to drive, while also supporting other modes.



Parking reform is gathering momentum nationwide.

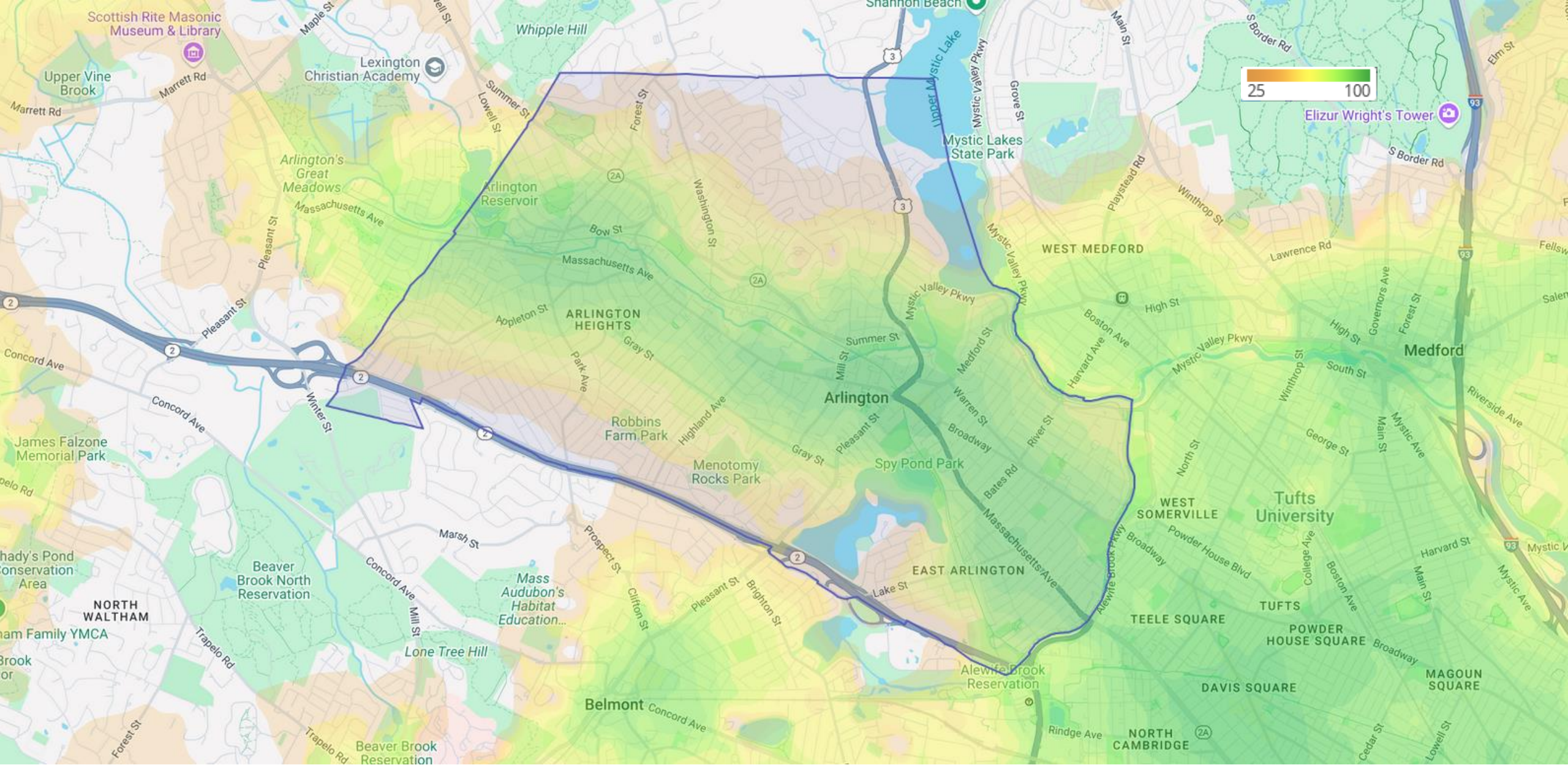
55 of 176

Thousands of municipalities have reduced parking requirements, and 100+ have eliminated them entirely.



Different neighborhoods have different levels of transit service...

MBTA bus routes (yellow) and Frequent Bus Routes (orange), follow the major corridors, especially Mass Ave.



...and different levels of walkability.

As this WalkScore map shows, Arlington's neighborhood range from walkable (green) to car-dependent (red).

arlington master plan



YOUR TOWN, YOUR FUTURE

Adopted February 4, 2015
Arlington Redevelopment Board

Key Recommendations

ness trends and market conditions.

7. **Establish parking ratios that reflect actual need for parking.** Consideration should be given to use, location and access to transit.
8. **Amend on-site open space requirements** for certain uses in business districts to promote high value redevelopment and alternative green areas such as roof gardens.
9. **Reduce the number of uses that require a special permit.** Excessive special permit zoning can create land use conflicts and hinder successful

Fulfills a key recommendation of our Master Plan.

58 of 176

Key Recommendation #7: "...Consideration should be given to use, location and access to transit."

Example 1:

Three-family house



Reduction	Required Points	Example TDM Methods (cumulative)	Required Parking
0%	N/A	Base Parking Requirement	3 spaces
25%	3 points	Within 1/4 mile of a Transit Stop (2 pts) Unbundle Parking (2 pts)	2 spaces
50%	6 points	N/A	2 spaces
75%	11 points	Electric Bike Charging (3 pts) Cargo Bike Parking (3 pts)	1 space

Example 2:

12-unit apartment building



Reduction	Required Points	Example TDM Methods (cumulative)	Required Parking
0%	N/A	Base Parking Requirement	12 spaces
25%	6 points	Within 1/4 mi. of Frequent Bus Route (4 pts) Additional Bicycle Parking (2 pts)	9 spaces
50%	9 points	Cargo Bike Parking (3 pts)	6 spaces
75%	13 points	Unbundle Parking (2 pts) Subsidized T Passes (3 pts)	3 spaces

Example 3:

60-unit apartment complex



Reduction	Required Points	Example TDM Methods (cumulative)	Required Parking
0%	N/A	Base Parking Requirement	60 spaces
25%	9 points	Within 1/4 mi. of Frequent Bus Route (4 pts) Additional Bike Parking (2 pts) Electric Bike Parking (3 pts)	45 spaces
50%	12 points	Unbundle Parking (2 pts) Off-Site Parking (2 pts)	30 spaces
75%	15 points	Subsidized T Passes (3 pts), <i>OR</i> \$150k to Sustainable Transportation Fund	15 spaces

Thank You!

RECEIVED BY THE
SELECT BOARD OFFICE
ARLINGTON, MA 02476

2025 JAN 29 AM 11:21



Warrant Article Submission Form

PETITION OF TEN REGISTERED VOTERS FOR INSERTION OF ARTICLE INTO THE WARRANT FOR THE ANNUAL (SPECIAL) TOWN MEETING.

File Completed Form with the Office of the Select Board no later than Friday, January 31, 2025, 12:00/Noon.

We, the undersigned registered voters (10 for Annual, 100 for Special) of the Town of Arlington, hereby petition the Select Board pursuant to MGL c. 39, § 10 to insert the following article(s) into the warrant for the Annual (Special) Town Meeting.

ARTICLE

Proposed Title/
Subject Matter:

Multi-Family Parking Reduction

To see if the Town
will vote to or take
any action related
thereto:

amend Section 6 of the Zoning Bylaw to
provide additional options for reducing parking
requirements in multi-family residential developments
and add a definition and standards for cargo bicycle parking

Requested by: Vincent Baudoin

(Name one person who will be the contact individual for this article and will serve as the person for upcoming hearings regarding this article.).

Address: 70 Silk St

Telephone: 781-824-2288

Email: vincecb@gmail.com

For Office Use Only – Do Not Write In This Area

Proposed Name/Subject Matter: _____

The primary motion for this article will come from:

Select Board

Redevelopment Board

Finance Committee

The following groups will comment on this article:

Select Board

Redevelopment Board

Finance Committee

Proposed Title/Subject Matter Multi-Family Parking Reduction

Signatures

Printed Name & Address

1. John Paul Lewicki John Paul Lewicki 104 Bay State Rd.
2. Andrew S. Greenspan Andrew S. Greenspan 89 Palmer St.
3. Amie La Cour Amie La Cour 48 Chatham St.
4. Jennifer Litowski Jennifer Litowski 76 Oxford St.
5. Ratnakar Velankar RATNAKAR VELANKAR 21 ADAMS ST.
6. Laura Wiener Laura Wiener 73 Jason St
7. Arthur Prokosch Arthur Prokosch 45 Fairmont St
8. Catherine Louise Farrell Catherine Louise Farrell 76 Park St.
9. Scott Mullen SCOTT MULLEN 68 HENDERSON ST
10. James Fleming James Fleming 15 Melrose St
11. Katherine Fleming KATHERINE FLEMING 58 OXFORD ST
12. Coline Baudoin-Caril Coline Baudoin-Caril 70 silk street
13. Jeffrey Sullivan Jeffrey Sullivan 58 silk street
14. Gregory Dennis Gregory Dennis 19 Wheaton Rd
15. _____

(please use additional sheets of paper for signatures if needed)

ARTICLE 38: ZONING BYLAW AMENDMENT/ USE REGULATIONS FOR RESIDENTIAL DISTRICTS

March 17, 2025

Andrew S. Greenspon

Presentation to the
Arlington Redevelopment Board

Warrant Article

To see if the Town will vote to amend the Zoning Bylaw Section 2: DEFINITIONS and Section 5: DISTRICT REGULATIONS to allow additional business uses in residential districts; or take any action related thereto.

Proposed Motion Language - 1

That the Zoning Bylaw be and hereby is amended as follows:

Amend SECTION 2. DEFINITIONS

Add:

Fitness or health club: A facility that provides health and fitness facilities, group fitness classes, swimming pool, snack bar, retail sales of related sports, health or fitness items, and other support facilities.

Proposed Motion Language - 2

Amend SECTION 5.4.3. Use Regulations for Residential Districts

CLASS OF USE	R0	R1	R2	R3	R4	R5	R6	R7
Personal, Consumer and Business Services								
Funeral Home						SP	SP	SP
<u>Personal service establishment</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<u>Hand laundry, dry cleaning, or tailor with more than 5 employees on site at the same time</u>					<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>
<u>Fitness or health club</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>

Proposed Motion Language - 3

CLASS OF USE	R0	R1	R2	R3	R4	R5	R6	R7
Eating & Drinking Establishments								
Restaurant => 2,000 sq. ft., and any restaurant that is principal use on lot of 10,000 sq. ft. or more								SP
Restaurant < 1500 sq ft				<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
Retail								
Retail, general, with more than 3,000 sq. ft. of gross floor area								SP
Retail, local, with less than 3,000 sq. ft. of gross floor area								SP
Retail, local, with less than 1,500 sq. ft. of gross floor area				<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>

Proposed Motion Language - 4

CLASS OF USE	R0	R1	R2	R3	R4	R5	R6	R7
Office Uses								
Business, professional or medical/ clinic offices								
• Less than 3,000 sq. ft. gross floor area per building	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	Y	Y
• 3,000 sq. ft. or more gross floor area per building							SP	SP
• In an existing building originally designed for single or two- family residential use, if the building retains its residential appearance and fronts on a street with at least 50 foot right-of-way	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	Y	Y
• In an existing building originally designed for single or two- family residential use, if the building retains its residential appearance and fronts on a street with < 50 foot right of way	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	SP <u>Y</u>
Physician or Clergy office within a residence with up to 1 nonresident employee	SP	SP	<u>Y</u>	SP <u>Y</u>	SP <u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>

Proposed Motion Language - 5

CLASS OF USE	R0	R1	R2	R3	R4	R5	R6	R7
<u>Other Principal Uses</u>								
<u>Artistic/creative production</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
Accessory Uses								
Catering Service	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	Y

Overview

Commercial to consider allowing in more R districts.

- Personal service establishment (currently not allowed in any R district)
- Fitness/health club (currently not allowed in any R district)
- Restaurant < 1500 sq ft (currently SP in R7 with other restrictions)
- Retail, local < 1500 sq ft (currently allowed < 3000 sq ft by SP in R7)
- Office uses < 3000 square feet (currently allowed in R4--R7, sometimes with SP)
- Office uses In an existing building originally designed for single or two-family residential use, if the building retains its residential appearance (currently allowed in R4--R7, sometimes with SP)
- Artistic / creative production (currently not allowed in any R district)
- Catering (currently allowed in R7)

Overview

Commercial to consider allowing in more R districts.

**Dimensional rules, height limits, and setbacks
WOULD NOT BE CHANGED.**

Reasoning - Lack of business space

The Town of Arlington needs more space for business and commercial uses.

Residents and Town Meeting Members have regularly stated that there is not enough space for small businesses to operate in town.

As of December 2024: Only **8 vacant commercial properties** listed in the entire town.

Reasoning - Parcel analysis in town

Parcel: Amount

B1: 122

B2: 79

B2A: 41

B3: 147

B4: 142

B5: 26

I: 157

B+I Total: 714

**Total Parcels in Town:
15604**

Percent of parcels zoned
business or industry:

~4.6%

Of the business and industrial
parcels, percent vacant:

1.1% (8 total)

Reasoning - Equitable access and fairness

To promote **equitable access**, all residents in town should have opportunity to access basic services within a smaller range of travel, especially those who cannot drive (children under 16, those with disabilities, etc.)

To promote **fairness and uniformity** of our zoning code, we should allow certain business uses that already exist in B parcels that are directly adjacent to residential homes.

Reasoning - Equitable access - Make Arlington less CAR-dependent and more walkable

Arlington Walk Score: 64: “Some errands can be accomplished on foot.”



Reasoning - Fairness and uniformity

Commercial uses directly adjacent to residential properties throughout town already.

One primary reason our zoning districts exists as it does is simply that when zoning was created, the zoning was mapped onto the existing uses.

A single-family home was placed in R1, a duplex in R2, a property with a business on it was mapped onto B, even if it was next to residential homes.

Reasoning - Town Entrepreneurship

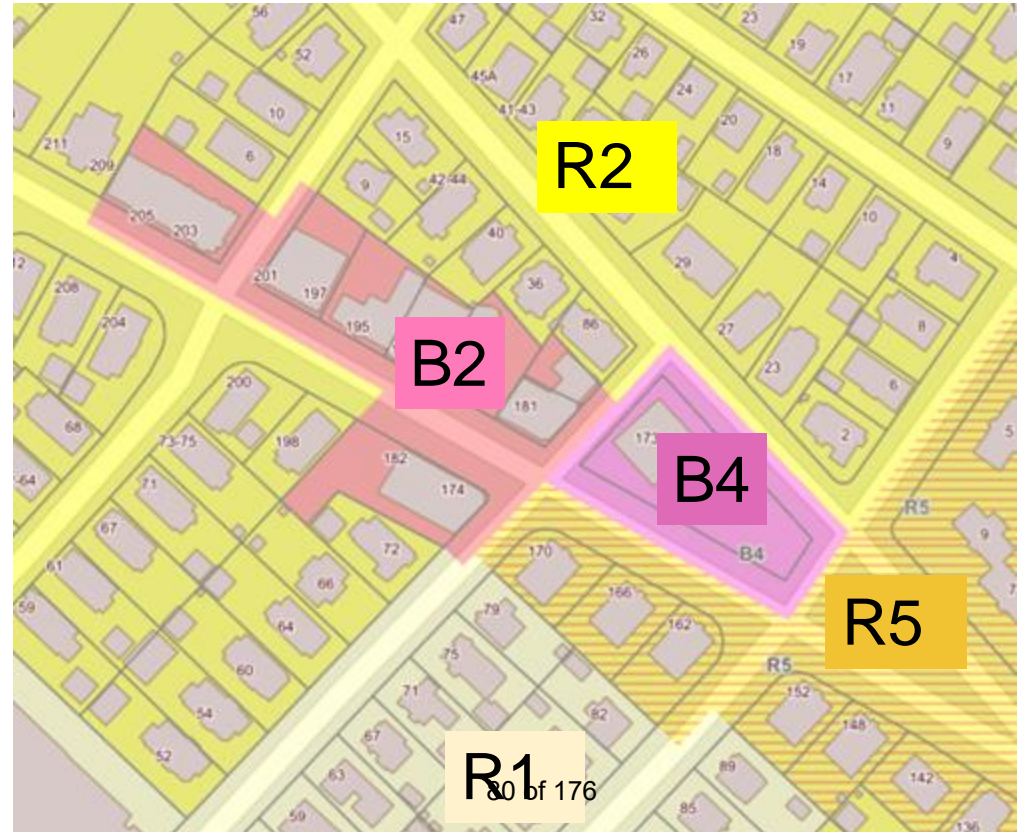
Most business establishments in Arlington are home occupations, but the existing zoning bylaw is very limiting in what is permitted.

- Starting a business within a residence is significantly more affordable than renting space.
- Allowing more small businesses in residential districts keeps jobs local in Arlington.
- With enough interest in these uses, this could lower commercial rents in town, helping sustain and promote our small businesses even further.

Existing business uses abutting residential zones - 1

Examples of amazing business uses directly adjacent to residential properties:
Bakery, convenience store, hair salon, animal hospital, etc.

B2 and B4 districts directly adjacent to R2 (and ~200 feet from R1) zones.

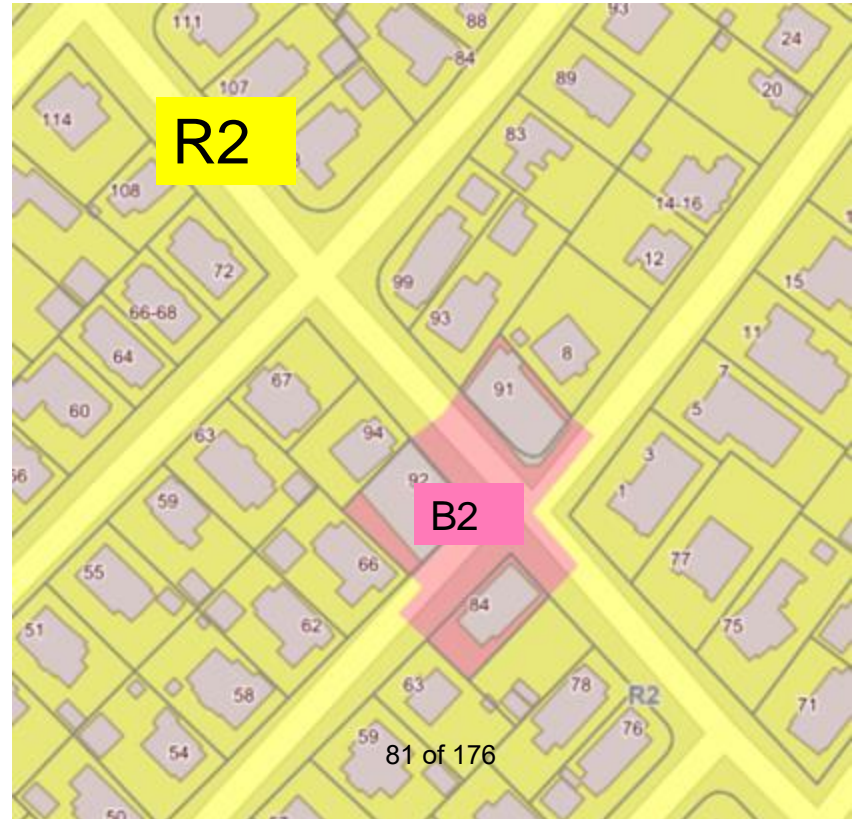


Existing business uses abutting residential zones - 2

Examples of business uses directly adjacent to residential properties:

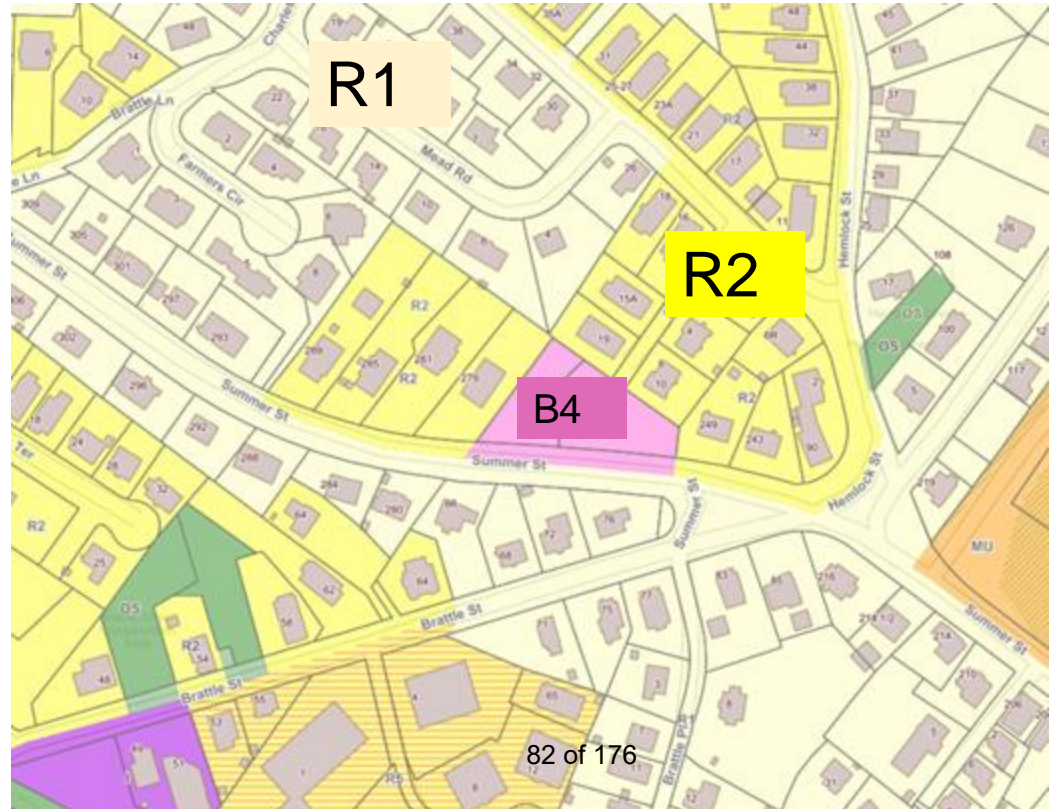
B2 directly adjacent to R2.

Comic book shop, dance studio, nutrition training, space used to provide piano lessons.



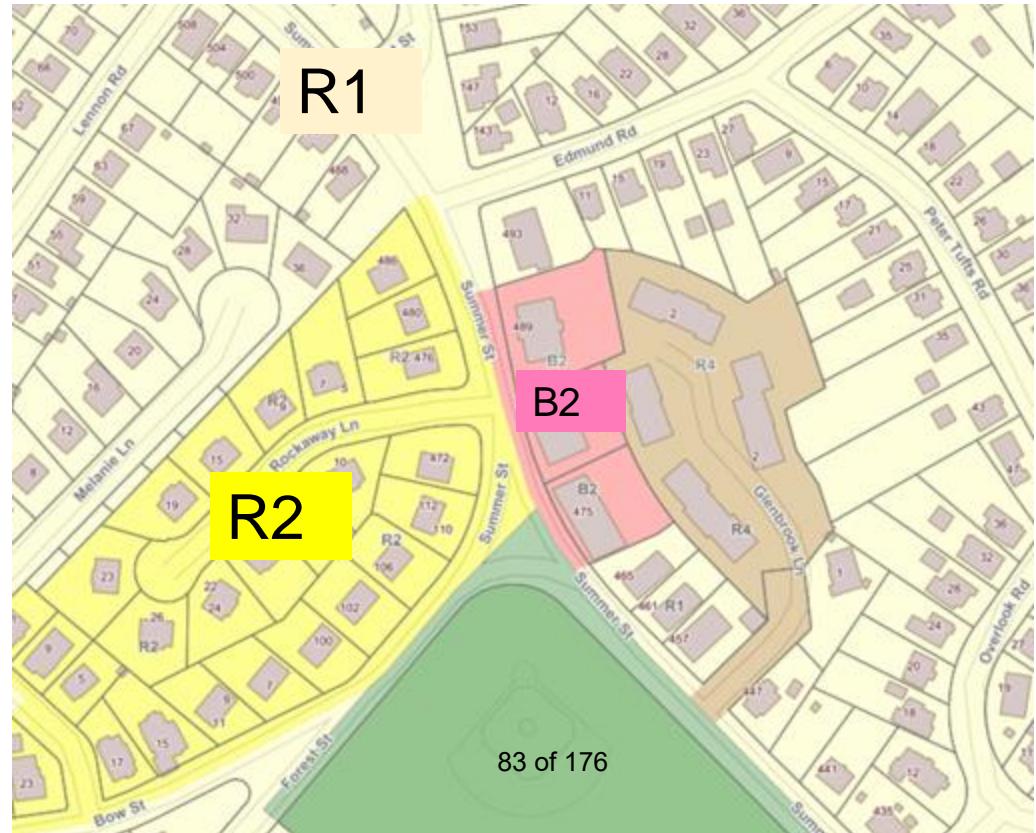
Existing business uses abutting residential zones - 3

Examples of business uses directly adjacent to residential properties:
B4 directly adjacent to R2, R1.



Existing business uses abutting residential zones - 4

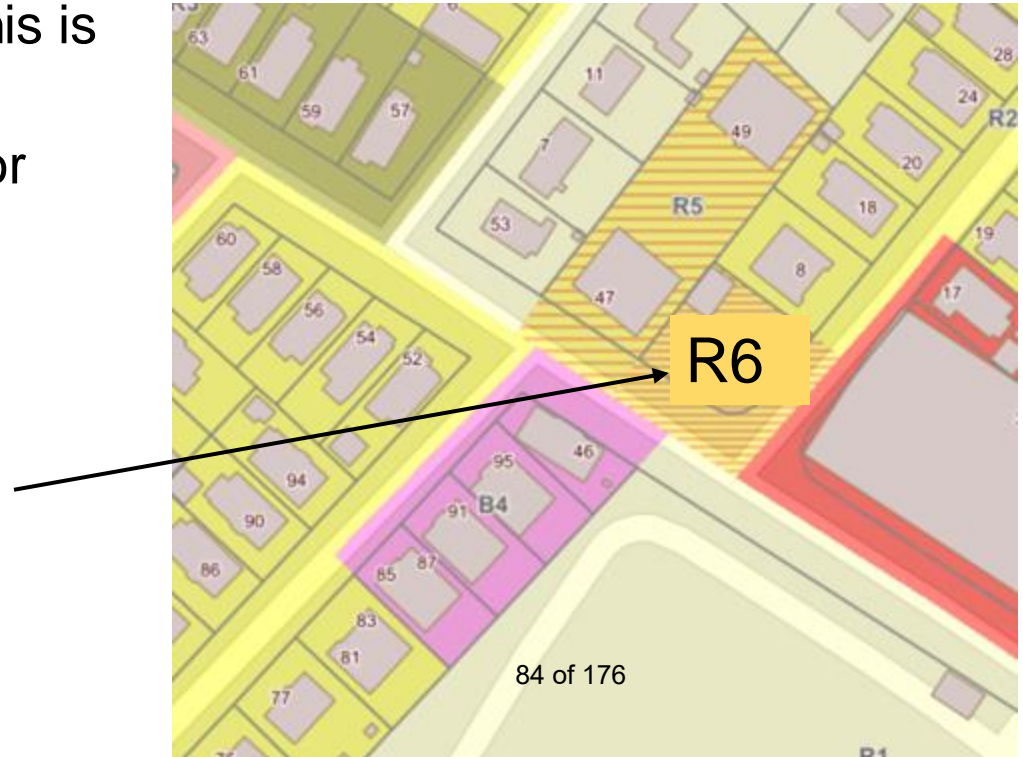
Examples of business uses
directly adjacent to residential
properties:
B2 directly adjacent to R2, R1.



Existing business use in a residential zone - 1

Arlington Dental - one of the few existing R zones (R6) where this is currently permitted.

Residential shaped but used for business.



In summary: Expand small business space in town

There are existing businesses in R6 and R7 buildings that have residential character and are setback and height limited.

Expand these uses (and others as described) to other residential parcels that will still have residential shape and character, but allow for more available space, and better incubation and support of small businesses in town.

Questions?

Thank you for your time.

Additional Information Slides

List of available business and industrial properties on town website as of December 2024

Property Address	Property Type	Building Status	Total Available Space (SF)	Secondary Type
454-460 Massachusetts Ave	Retail	Existing	1200	Storefront
459 Massachusetts Ave	Retail	Existing	862	Storefront Retail/Office
645R Massachusetts Ave	Office	Existing	4000	Loft/Creative Space
925 Massachusetts Ave	Retail	Existing	800	Storefront Retail/Office
29 Mill St	Office	Existing	1113	
1341-1347 Massachusetts Ave	Retail	Existing	650	Storefront Retail/Residential
19-23 Broadway	Office	Existing	6357	
26 Dudley St	Flex	Proposed	12500	Light Manufacturing
5 Medford St	Retail	Existing	155	Freestanding

Add definition in the zoning bylaw

- Fitness or health club: A facility that provides health and fitness club facilities, group fitness classes, swimming pool, snack bar, retail sales of related sports, health or fitness items, and other support facilities.

Note: We have an existing definition:

- Athletic Facility, Indoor: A facility comprised of one or more buildings or structures, with or without seating for spectators, providing accommodations for a variety of individual, organized, or franchised sports, such as but not limited to basketball, ice hockey, wrestling, soccer, tennis, volleyball, racquetball, or handball. The facility may also provide health and fitness club facilities, swimming pool, snack bar, retail sales of related sports, health or fitness items, and other support facilities.

Wanted a specific definition for privately owned fitness/health clubs that will not have spectators for sports events.

Existing definitions in the zoning bylaw - 1

- **Personal Service Establishment:** Retail establishments primarily engaged in providing individual services generally related to personal needs such as but not limited to a barber shop, hair salon, nail salon, drop-off/pick-up dry-cleaning business or self-serve laundry, tailor, or shoe repair shop.
- **Restaurant:** An establishment where the principal activity is the service or sale of food or drink for on-premises consumption.

Existing definitions in the zoning bylaw - 2

- **Office, Business or Professional:** A building or portion of a building used to provide services BASIC PROVISIONS to customers or clientele, such as an insurance agency or a real estate office, or a service that involves some specialized skill or knowledge typically obtained through advanced education and training, such as an attorney or architect. The term “Office, business or professional” shall not include medical offices for a physician, dentist, or other health care professionals. (See “Office, Medical or Clinic”.)
- **Office, Medical or Clinic:** A building or portion of a building containing offices and facilities for providing medical, dental, psychiatric, and related health care services for outpatients only. “Office, Medical or Clinic” shall not include a hospital.

Existing definitions in the zoning bylaw - 3

- **Artistic/Creative Production:** Creation, production, manufacture, distribution, publishing, rehearsal, performance, broadcast, selling, or teaching of the visual arts, performing arts, applied arts, literature, heritage, media, music, information technology, communications media, or digital content and applications; or the invention, design, prototyping, or fabrication, assembly, and packaging of parts for further assembly or consumer goods for sale.

Details for uses in residential zones

- "Office uses: In an existing building originally designed for single or two- family residential use, if the building retains its residential appearance" is a separate item in the use tables.
- The ZBL further subdivides this based on whether the street right of way is less than 50', or 50' or more. I believe this distinction is too prescriptive, so just allow the same uses in both zones for consistency.

Reasoning - need for more commercial space

Residents and Town Meeting Members have regularly stated that there is not enough space for small businesses to operate in town.

As of December 2024, there are only **8 vacant commercial properties** in the entire town.

From the Arlington Master Plan 2015:

“An oft-heard complaint at public meetings and in interviews was that Arlington should stop “rezoning” commercial land for residential development, but the zoning to allow these kinds of changes in use already exists in Arlington. For example, Arlington encourages single-family homes by allowing them by right in all residential and business districts, and two-family homes by right in most districts, even those ostensibly purposed for business uses.”



RECEIVED BY THE
SELECT BOARD OFFICE
ARLINGTON, MA 02475

2025 JAN 31 AM 9:39 2025 JAN 31 AM

Warrant Article Submission Form

PETITION OF TEN REGISTERED VOTERS FOR INSERTION OF ARTICLE INTO THE WARRANT FOR THE ANNUAL (SPECIAL) TOWN MEETING.

File Completed Form with the Office of the Select Board no later than Friday, January 31, 2025, 12:00/Noon.

We, the undersigned registered voters (10 for Annual, 100 for Special) of the Town of Arlington, hereby petition the Select Board pursuant to MGL c. 39, § 10 to insert the following article(s) into the warrant for the Annual (Special) Town Meeting.

ARTICLE

Proposed Title/
Subject Matter:

**ZONING BYLAW AMENDMENT/
USE REGULATIONS FOR
RESIDENTIAL DISTRICTS**

To see if the Town
will vote to or take
any action related
thereto:

To see if the Town will vote to amend the Zoning Bylaw
Section 2: DEFINITIONS and Section 5: DISTRICT
REGULATIONS to allow additional business uses in
residential districts; or take any action related thereto.

Requested by: Andrew S. Greenspon

(Name one person who will be the contact individual for this article and will serve as the person for upcoming hearings regarding this article.).

Address: 89 Palmer St, Arlington, MA 02474

Telephone: 617-230-4140

Email: andy.greenspon@gmail.com

For Office Use Only – Do Not Write In This Area

Proposed Name/Subject Matter: _____

The primary motion for this article will come from:

Select Board

Redevelopment Board

Finance Committee

The following groups will comment on this article:

Select Board

Redevelopment Board

Finance Committee

ZONING BYLAW AMENDMENT/
USE REGULATIONS FOR
RESIDENTIAL DISTRICTS

Proposed Title/Subject Matter

Signatures	Printed Name & Address
1. <u>[Signature]</u>	<u>Andrew S. Greenspan 89 Palmer St.</u>
2. <u>[Signature]</u>	<u>Harvie LaCouture 42 Chapman St.</u>
3. <u>John Paul Lemick</u>	<u>John Paul Lemick 104 Bay State Rd</u>
4. <u>[Signature]</u>	<u>Sangay Newton 32 Ottawa Rd.</u>
5. <u>[Signature]</u>	<u>Joseph Sobron 128 Appleton St</u>
6. <u>[Signature]</u>	<u>RATNAKAR VELLANKI 21 ADAMS ST.</u>
7. <u>Jennifer Litowski</u>	<u>Jennifer Litowski 76 Oxford St.</u>
8. <u>[Signature]</u>	<u>Julie Rioux 11 Sunnyside Ave</u>
9. <u>Rebecca Cohn</u>	<u>Rebecca Cohn 89 Palmer St</u>
10. <u>Timur Kaya Yantar</u>	<u>Timur Kaya Yantar 58 Bates Rd.</u>
11. <u>James Fleming</u>	<u>James Fleming 15 Melrose St</u>
12. <u>Catherine Louise Farrell</u>	<u>Catherine Louise Farrell 76 Park St.</u>
13. <u>Steven C Wofsy</u>	<u>STEVEN C Wofsy 76 Park St</u>
14. <u>[Signature]</u>	<u>Kristin Anderson 12 Upland Rd West</u>
15. _____	_____

(please use additional sheets of paper for signatures if needed)



Warrant Article Presentation

March 17, 2025
Arlington Redevelopment Board Hearing

Confessions of a Town Meeting Member:

In the 2022 Town Meeting, I, David Levy, TMM 18 voted “no” on Warrant Article 38

From 2022 to 2025: What changed for me?

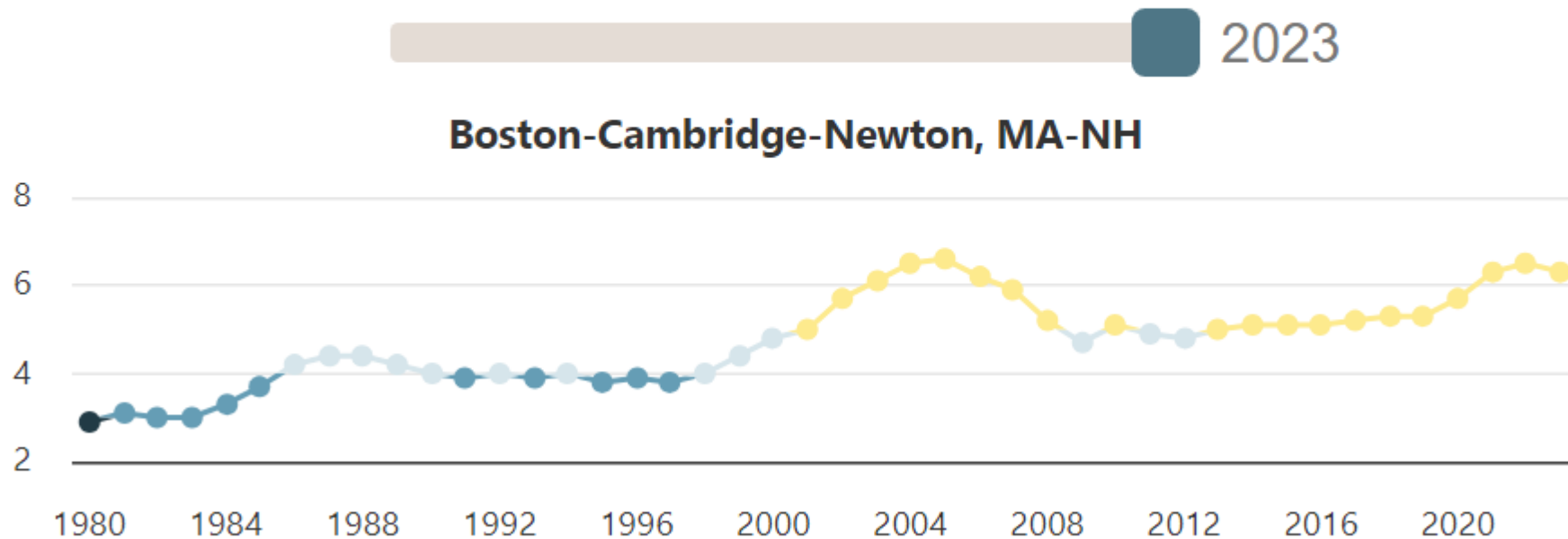
“I love Arlington: Where am I supposed to live?”

What Am I Focused On? – Price to Income



Note: Home prices are the median sale price of existing single family homes and incomes are the n based on Moody's Analytics forecasts.

Source: JCHS tabulations of National Association of Realtors, Metropolitan Median Area Prices, and



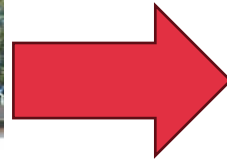
Sales Data and Who Can Afford It?

- Arlington has roughly 50% of its housing stock in single family housing
- 233 1 Family Sales in Arlington in 2024 – Median Price \$1,105,000
- 214 1 Family Sales in Arlington in 2023 – Median Price \$1,125,000
- Income requirement is ~\$185k per annum at a minimum to afford the median house
- Median household income in Massachusetts is \$101,341 and Arlington's median income is \$141,440

Is Arlington Affordable?

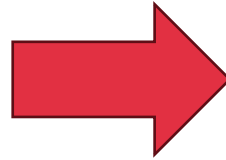
- Source: Banker and Tradesman and Census.gov

What Am I Focused On? – Zoning Options



Common change observed in Precinct 18

What Am I Focused On? – Zoning Options



We can only build what we're allowed to build

But Wait! The Schools!

- Grounding: 2,848 kids are in K-5 today at APS compared to 3,177 kids in 2019/2020, a 10% decline.
- This has been occurring while single family housing turnover has been occurring consistently at 2.5-3% per annum or roughly 220 houses per year.
- No cohorts have over 500 students. K and 1 grades are both less than 450 students.
- Further, the town has permitted 59 single family structures between 2021 – 2023, or 20 structures per year.
- Assuming 4 person households with kids K-5 today, which is more than the 2.4 person household average, the town would need to permit 80 new 2 family houses, built today, before K-5 schools returned to the 2019/2020 population size.
- Source: Banker and Tradesman and Census.gov

But Wait! Traffic! Everything Else!

- Work on estimating the number of houses that would convert to two family structures was done in 2022.
 - Based on housing permits, house sales, etc. the patterns of the Town have not materially changed since that work was done.
 - However, increased density could increase traffic and traffic is a consideration.
 - However, given the pace of potential housing turnover, will traffic increase substantially? To be clear, we will need to coordinate over time with our Town Committees and State to ensure traffic flow can be handled safely (more busing, signage, etc.)
-
- Source: Banker and Tradesman and Census.gov

What's to be done?

- Give optionality to existing and new homebuyers
 - ADUs can solve some problems, but two-family housing can further help increase housing supply
 - While I believe the overall price per square foot benefits will be small, they will help either stabilize or lesson the price increases overall
 - Benefits: Optionality for new construction. Allowing more people to afford to live in Arlington
 - Benefits: Optionality for existing homeowners, especially for those thinking about downsizing or different
-
- Source: Banker and Tradesman and Census.gov



Thank You



RECEIVED BY THE
SELECT BOARD OFFICE
ARLINGTON, MA 02476

2025 JAN 30 AM 8:22

Warrant Article Submission Form

PETITION OF TEN REGISTERED VOTERS FOR INSERTION OF ARTICLE INTO THE WARRANT FOR THE ANNUAL (SPECIAL) TOWN MEETING.

File Completed Form with the Office of the Select Board no later than Friday, January 31, 2025, 12:00/Noon.

We, the undersigned registered voters (10 for Annual, 100 for Special) of the Town of Arlington, hereby petition the Select Board pursuant to MGL c. 39, § 10 to insert the following article(s) into the warrant for the Annual (Special) Town Meeting.

ARTICLE

Proposed Title/
Subject Matter: ZONING BY LAW AMENDMENT/TWO FAMILY CONSTRUCTION
ALLOWED BY RIGHT IN R0 + R1 RESIDENTIAL ZONES

To see if the Town
will vote to or take
any action related
thereto:

TO AMEND SECTION 5.4 OF THE ZONING BYLAW BY

AMENDING DEFINITIONS AND EXPANDING ALLOWABLE RESIDENTIAL USES IN R0
LARGE LOT SINGLE FAMILY DISTRICT AND R1 SINGLE FAMILY DISTRICT.

Requested by: DAVID LEUY TMM 18

(Name one person who will be the contact individual for this article and will serve as the person for upcoming hearings regarding this article.).

Address: 95 RHINECLIFF ST ARLINGTON MA 02476

Telephone: 609 651 3624

Email: DAVID, JEFFREY, LEUY @ GMAIL. COM

For Office Use Only – Do Not Write In This Area

Proposed Name/Subject Matter: _____

The primary motion for this article will come from:

Select Board

Redevelopment Board

Finance Committee

The following groups will comment on this article:

Select Board

Redevelopment Board

Finance Committee

Proposed Title/Subject Matter

ZONING / TWO FAMILY CONSTRUCTION
BY RIGHT IN R0 AND R2 ZONES

Signatures

Printed Name & Address

1. Shirley J Canniff SHIRLEY CANNIFF 71 HATHAWAY CIRCL
2. Thomas Canniff Thomas Canniff 71 HATHAWAY circle
3. Derek Lyons Derek Lyons 45 Rhinecliff St
4. Amy Lyons Amy Lyons 45 Rhinecliff St.
5. Joseph Kalt Joseph Kalt 31 Wall St.
6. Tammy Kalt TAMMY KALT 31 Wall Street
7. Heather Cooke Heather Cooke 134 George St.
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____

(please use additional sheets of paper for signatures if needed)



Proposed Title/Subject Matter

ZONING/TWO FAMILY CONSTRUCTION BY RIGHT IN
RO AND R1 ZONES

Signatures

Printed Name & Address

1. Brian Caniff

Brian Caniff 81 Hathaway Cir.

2. Pamela Caterino

Pamela Caterino 124 Lawson Rd.

3. Dana Hart

Dana Hart 21 Alfred Rd Arlington, MA

4. Peter T. Fuller

Peter T. Fuller 7 Rilsytte Rd.

5. Kelly Nyberg

Kelly Nyberg 12 Court St Place

6. Kay Ryder

Kay Ryder 29 Mayflower Rd

7. R.M. Ryder

R.M. Ryder 29 Mayflower Rd.

8. Kelly D Levy

Kelly Levy 95 Rhinecliff St

9. _____

10. _____

11. _____

12. _____

13. _____

14. _____

15. _____

(please use additional sheets of paper for signatures if needed)

subject matter of the warrant article. In the event that the Select Board, Finance Committee, or Redevelopment Board, respectively, agree with the action proposed by the warrant article, then Town Counsel drafts a "main motion" to be included in that board's report to Town Meeting. If the appropriate board disagrees with the warrant article submitted, it will recommend that Town Meeting take a vote of "no action" under the article. If that is the case, then the proponent will need a "substitute motion" to be brought by a Town Meeting Member in order to bring the matter before Town Meeting. The Town Counsel can aid in the drafting of a substitute motion. After being recognized by the Moderator, any Town resident has the right to address the Town Meeting directly on the merits of any proposed motion.

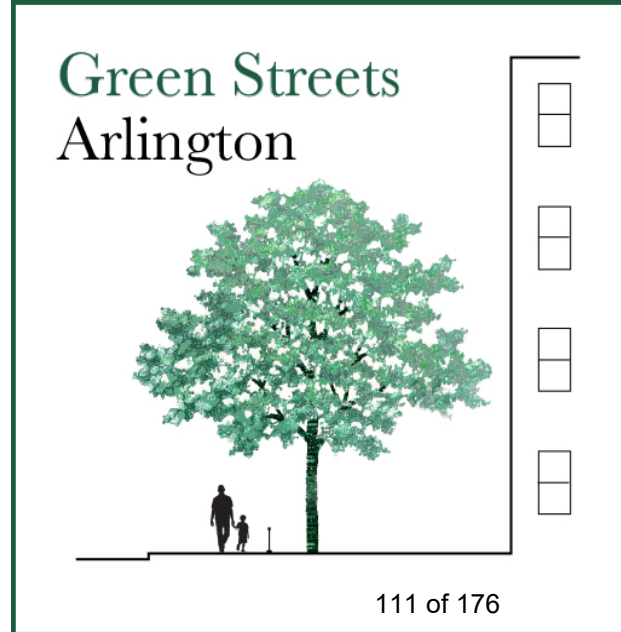
If the matter proposes a change in the zoning bylaw, then special procedural requirements apply. Proponents should discuss this matter with the Town Counsel or Director of Planning at (781) 316-3150 and (781) 316-3092, respectively.

Warrant Article Submission Checklist

- ☒ Review warrant article with Town Counsel.
- ☒ Complete Warrant Article Petition form including full contact information.
- ☒ Collect 10 or more signatures on the Petition.
- ☒ **A paper copy of the completed warrant article petition with signatures must be delivered to the Office of the Select Board, between Thursday, December 5, 2024, at 8:00a.m. and Friday, January 31, 2025, at 12:00 noon.**
- ☒ Provide an electronic copy (word document) of the Petition to the Select Board:
sbadmin@town.arlington.ma.us

Article 43 Amend ZBL 6.3

Public Shade Trees



6.3.1 Purpose

The purpose of this Section 6.3 is to:

- A. Provide for adequate shade tree coverage along Arlington's main corridors;
- B. Implement carbon neutral policies of the Town of Arlington;
- C. Address heat island effects emanating from Arlington's ~~main corridors~~ streets and buildings;
- D. Enhance public health and walkability with proper shading.

6.3.4 Standards

- A. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips.
- B. Trees shall be selected from the ~~approved~~ tree list set forth by the Tree Committee and approved by the Tree Warden. The Tree Warden shall approve the choice of trees for each project.
- C. When planted, trees must be a minimum ~~height of ten (10) feet or~~ two (2) inches in caliper. Trees must be able to reach 25 feet in height at maturity unless they are planted under utility wires.

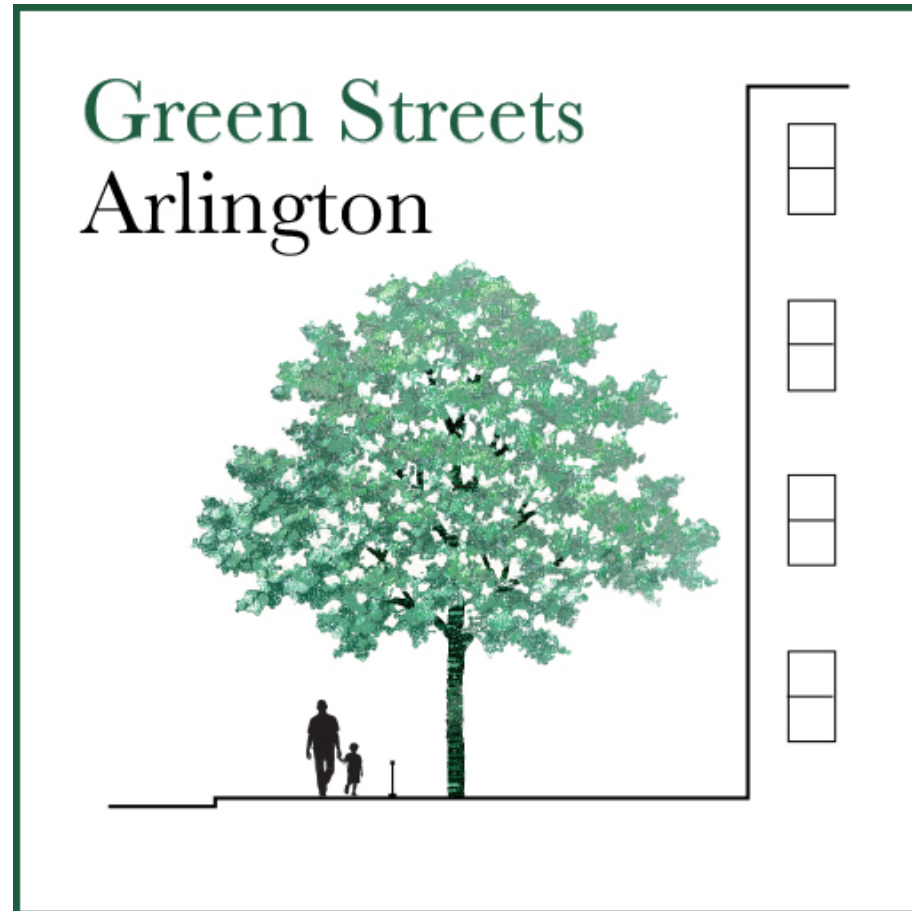
6.3.4 Standards (con't)

D. All new trees shall be planted and maintained, including watering, by the installer or its designee, in accordance with ~~American Standard for Nursery Stock standards~~ the USDA Forest Service Tree Owner's Manual standards, or other standards the Redevelopment Board may designate, for a period of no less than 36 months from the date of planting. ~~, or other standards the Redevelopment Board may designate.~~ The Owner shall inspect the trees upon planting and every year during the 36-month period and file a status report each time with the Department of Planning and Community Development. Replacement trees of similar size approved by the Tree Warden are required to be planted by the Owner in the event of tree death or decline during the 36-month period. Properties in which there are preexisting public shade trees at the required spacing along the public way are exempt.

6.3.4 Standards (con't)

E. Where there is no ~~other~~ suitable location within the public way, shade trees ~~may~~ shall be proposed in locations within the front of the lot within 20 feet of the public right of way, or in exceptional circumstances the Arlington Redevelopment Board or Zoning Board of Appeals, as applicable, ~~may~~ allow shall require the owner to plant the trees elsewhere on the property or, if not feasible, make a financial contribution to the Arlington Tree Fund. The Department of Planning and Community Development may make such allowance for projects not subject to review by the Redevelopment Board or Zoning Board of Appeals.

THANK YOU



RECEIVED BY THE
SELECT BOARD OFFICE
ARLINGTON, MA 02476

2025 JAN 31 AM 11:47



Warrant Article Submission Form

PETITION OF TEN REGISTERED VOTERS FOR INSERTION OF ARTICLE INTO THE WARRANT FOR THE ANNUAL (SPECIAL) TOWN MEETING.

File Completed Form with the Office of the Select Board no later than Friday, January 31, 2025, 12:00/Noon.

We, the undersigned registered voters (10 for Annual, 100 for Special) of the Town of Arlington, hereby petition the Select Board pursuant to MGL c. 39, § 10 to insert the following article(s) into the warrant for the Annual (Special) Town Meeting.

ARTICLE
Proposed Title/ Subject Matter: Amendment to Arlington Zoning Bylaw
Sec. 6.3 - Public Shade Trees

To see if the Town will vote to or take any action related thereto: see attached

Requested by: Susan Stamps for Green Streets Arlington

(Name one person who will be the contact individual for this article and will serve as the person for upcoming hearings regarding this article.).

Address: Susan Stamps, 39 Bragdon St Arlington

Telephone: 978 807 7933

Email: susan.stamps@comcast.net

For Office Use Only – Do Not Write In This Area

Proposed Name/Subject Matter: _____

The primary motion for this article will come from:

Select Board

Redevelopment Board

Finance Committee

The following groups will comment on this article:

Select Board

Redevelopment Board

Finance Committee

WARRANT ARTICLE - 2025 ZONING BYLAW AMENDMENT

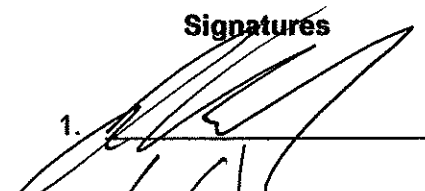
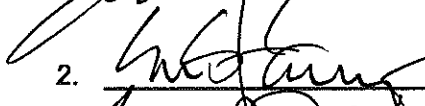
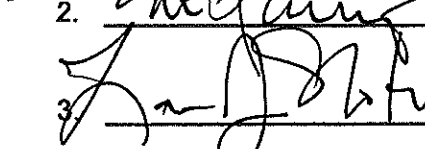
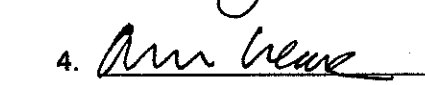

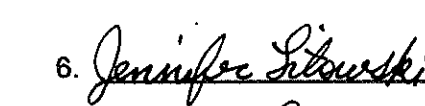
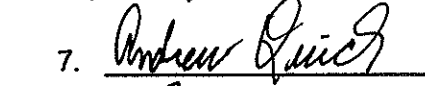

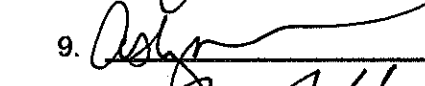
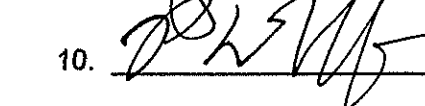
Submitted by Susan Stamps for Green Streets Arlington

Amendment to Arlington Zoning Bylaw, Section 6.3 Public Shade Trees

To see if the Town will vote to amend Section 6.3.4 of the Zoning Bylaw, which requires developers to plant a street tree every 25' in front of the property, to add provisions to increase the likelihood of survival of trees by requiring Tree Warden approval of chosen trees, more specific maintenance requirements, regular reports to DPCD on the health of trees planted, and planting on the private property if there is no suitable place in the public way (except for exceptional circumstances), or take any action related thereto.

Susan\Documents\#####ZONING CHGS 2025 6.3\2025 actual Warrant article v3 1-30-25 FINAL

Proposed Title/Subject Matter Amendment to Arlington ZBL 6.3
"Public Shade Trees"
Printed Name & Address

Signatures	Printed Name & Address
1. 	<u>JERRY KRIEGL 42 GRAFTON ST. Arlington</u>
2. 	<u>Susan Stamps, 39 Grafton St Arlington</u>
3. 	<u>Lawrence Slobnick 94 Grafton St, Arlington MA</u>
4. 	<u>ANN GREAR 103 GRAFTON ST. ARLINGTON, MA</u>
5. 	<u>KEN MAILLAR " " " "</u>
6. 	<u>Jennifer Litowski 76 Oxford St, Arlington MA</u>
7. 	<u>Andrew Quirk 76 Oxford St, Arlington, MA</u>
8. 	<u>Cesidio J. ^{"Joe"} Pinciaro III 74 Oxford St, Arlington, MA</u>
9. 	<u>Ashley Pinciaro 74 Oxford St. Arlington, MA</u>
10. 	<u>PHIL GOFF, 94 GRAFTON ST. ARL.</u>
11. _____	_____
12. _____	_____
13. _____	_____
14. _____	_____
15. _____	_____

(please use additional sheets of paper for signatures if needed)

Proposed Title/Subject Matter _____

Signatures

Printed Name & Address

- | | |
|-----------------------------|--|
| 1. <u>Mary Ellen Aronow</u> | <u>Mary Ellen Aronow 22 Addison Street</u> |
| 2. <u>Edward Burns</u> | <u>Edward Burns 22 Addison Street</u> |
| 3. <u>Joe Burns</u> | <u>JOE BURNS 22 Addison Street</u> |
| 4. <u>Eliza E Burden</u> | <u>Eliza E Burden 44 Brantwood Rd.</u> |
| 5. <u>Henry Burns</u> | <u>Henry Burns 22 Addison Street</u> |
| 6. _____ | _____ |
| 7. _____ | _____ |
| 8. _____ | _____ |
| 9. _____ | _____ |
| 10. _____ | _____ |
| 11. _____ | _____ |
| 12. _____ | _____ |
| 13. _____ | _____ |
| 14. _____ | _____ |
| 15. _____ | _____ |

(please use additional sheets of paper for signatures if needed)

Proposed Title/Subject Matter

Warrant Article - Amending G.3 - Shade Trees

Signatures

Printed Name & Address

1.

Lucy Conroy

Lucy Conroy 36 Eastern Ave.

2.

Brian McBride

Brian McBride 36 Eastern Ave

3.

Alan H. Jones

ALAN H. JONES 1 LEHIGH ST.

4.

Elisabeth Carr-Jones

ELISABETH CARR-JONES, 1 LEHIGH ST, 02476

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

(please use additional sheets of paper for signatures if needed)

15/15
191734

TOWN CLERK
ARLINGTON, MA. 02476
2025 JAN 15 PM 3:58
2025 JAN 16 AM 6:10

2025 Annual Town Meeting

The undersigned request the Select Board to insert the following article in the warrant for the 2025 annual Town Meeting:

AFFORDABLE HOUSING OVERLAY

To see if the Town will vote to amend the Zoning Bylaw to establish an affordable housing overlay, substantially as follows:

Multifamily affordable housing buildings may be allowed in any district except Industrial and Open Space, subject to the following requirements:

One market rate unit is allowed but all other units must be rented or sold at affordable prices as defined in Section 8.2 of the Town of Arlington Zoning Bylaw, and must be affordable in perpetuity.

Although conversion of existing buildings is preferable, in the case of expansion or new construction height, frontage, lot size, and setbacks of existing regulations of the particular district must be observed. In any event no new construction may block sunlight from existing or potential solar cells on a building on an adjacent lot, no building on any historic list or inventory may be demolished, and no mature trees may be cut down. Or take any action related thereto.

COMMENT

This article addresses the need for affordable housing in a scattered-site manner with minimal disruption to Arlington's diverse neighborhoods. The preservation of the scale and ambiance of our neighborhoods is important to the Town and fair to the residents many of whom have made substantial investments in their homes.

* * *

Requested by John L. Worden III, Town Meeting Member Precinct 8,

27 Jason Street, Arlington 02476. 781646-8303. jworden@swwalaw.com

15 - Fifteen

JAN 15 2025

ARLINGTON
122 of 176

Proposed Title/Subject Matter

A H O

Signatures

Printed Name & Address

1. [Signature] JOHN L. WORDEN III
27 Jason Street Prec. 8
2. Patricia B Worden PATRICIA B. WORDEN
27 Jason St Precinct 8
3. Wynelle Evans WYNELLE EVANS
20 ORCHARD PL PCT. 14
4. Amy Lees 37 Jason St, Amy Lees
CAROL S. TEE
5. Carol S. Tee 41 Jason St, Precinct 8
DAVID F. TEE
6. David F Tee 41 JASON ST. Precinct 8
7. John Robinson 50 Jason St. Precinct 8
8. [Signature] David Been 50 Jason St Ar. 8
9. [Signature] Jessie Brown 46 Jason St. Pr. 8
10. Amy Carole Ann 46 Jason St Pr 8
11. Ann H. Foley Anne H. Foley
40 Jason St. Precinct 8
12. Christie Harris Christie Harris
30 Jason St. Precinct 8
13. Robert Charest Robert Charest
30 JASON ST Precinct 8
14. [Signature] Jon Gersh 24 KIPLING RD P 18
15. Emily Charest Emily Charest
30 JASON ST. 8

(please use additional sheets of paper for signatures if needed)

TOWN CLERK
ARLINGTON, MA 02476

5/15

VRIS

TOWN OF ARLINGTON
4/5/2025 LOCAL ELECTION
List of Signatories for a Petition

Jan 16, 2025 09:54

WARRANT/AFFORDABLE HOUSING OVERLAY

Voter ID	Name of Voter	Residential Address	Ward	Precinct	Party
01BDD2451002	BEAN, DAVID KIMBALL	50 JASON ST ARLINGTON, MA 02476-6409	0	08	D
04KJA0863000	BROWN, JESSICA E	46 JASON ST ARLINGTON, MA 02476-6409	0	08	D
03CEY2203000	CHAREST, EMILY YULU	30 JASON ST ARLINGTON, MA 02476-6409	0	08	U
06CRT2346002	CHAREST, ROBERT JOSEPH	30 JASON ST ARLINGTON, MA 02476-6409	0	08	D
07EWE1155000	EVANS, WYNELLE	20 ORCHARD PL ARLINGTON, MA 02476-6114	0	14	U
05FAE3051000	FOLEY, ANNE H	40 JASON ST ARLINGTON, MA 02476-6409	0	08	U
09GJN2360002	GERSH, JON	24 KIPLING RD ARLINGTON, MA 02476-7001	0	18	U
08HCE0152001	HARRIS, CHRISTINE K	30 JASON ST ARLINGTON, MA 02476-6409	0	08	U
05LAY3066000	LEES, AMY G	37 JASON ST ARLINGTON, MA 02476-6446	0	08	D
06PCE2996003	PARRY, COLETTE	46 JASON ST ARLINGTON, MA 02476-6409	0	08	D
08RJN0247000	ROBINSON, JOANN	50 JASON ST ARLINGTON, MA 02476-6409	0	08	D
06TCL1253004	TEE, CAROL S	41 JASON ST ARLINGTON, MA 02476-6446	0	08	D
06TDD2747003	TEE, DAVID F	41 JASON ST ARLINGTON, MA 02476-6446	0	08	U
06WJN3038000	WORDEN, JOHN L III	27 JASON ST ARLINGTON, MA 02476-6446	0	08	R
06WPA1836000	WORDEN, PATRICIA B	27 JASON ST ARLINGTON, MA 02476-6446	0	08	R

End of Report



Town of Arlington, Massachusetts

New Business

Summary:

10:40 pm

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	03172025_Memo_-_Atwood_House_demolition.pdf	03172025 Memo - Atwood House demolition



TOWN OF ARLINGTON
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

TOWN HALL, 730 MASSACHUSETTS AVENUE
ARLINGTON, MASSACHUSETTS 02476
TELEPHONE 781-316-3090

Date: March 17, 2025

To: Arlington Redevelopment Board

From: Claire V. Ricker, AICP, Director

Re: Demolition of 821 Massachusetts Avenue – Atwood House

At the Board meeting on Monday March 10, 2025, the attorney representing the applicant for Docket 3798, the proposed project at 821 Mass Ave, asked for permission from the Board to move forward with demolition of the existing building known as the Atwood House. The Board's approval to demolish the building is condition 5 of the 2009 permit issued for Docket 3348, the CVS project. The Board agreed to vote on their permission to demolish the Atwood House at the meeting on March 24, 2025, citing concerns about the state of the building site post-demolition activities.

On Tuesday March 11, 2025, in an email to the Director of DPCD, the Building Commissioner stated that he has ordered that the building be demolished immediately given that the building has become a serious health and safety risk to the public, and that unauthorized entry to the building has continued. The Building Commissioner's order supersedes condition 5 of the 2009 permit issued for Docket 3348. As part of the demolition activities, the building basement will be backfilled which was a concern of the Board. Moreover, the Board may wish to add conditions to any future permit issued for Docket 3798 that address on-going site maintenance such as grading and grass seeding.



Town of Arlington, Massachusetts

Correspondence

Summary:

Warrant Articles

- Article 25 - C. Loreti, 3/10/2025
- Article 36 - T. Allen, Arlington Beer Company, 3/13/2025
- Article 36 - B. Amidon, 3/17/2025
- Article 36 - J. Cullinane, 3/17/2025
- Article 36 - C. Hurley, 3/14/2025
- Article 36 - T. Stewart, 3/17/2025
- Article 37 - R. Bergman, 3/17/2025
- Article 37 - P. McGuire, 3/17/2025
- Article 37 - C. Wagner, 3/16/2025
- Article 38 - C. Wagner, 3/16/2025
- Article 40 - E. Cahill, 3/17/2025
- Article 40 - J. Cullinane, 3/16/2025
- Article 40 - C. Springer, 3/16/2025
- Article 40 - C. Wagner, 3/16/2025
- Article 40 - A. Wang, 3/17/2025
- Article 44 - Y. Ji, 3/16/2025
- Multiple Articles - C. Chalapatras, 3/17/2025
- Multiple Articles - A. Chan Waay, 3/16/2025
- Multiple Articles - K. Fanale, 3/17/2025
- Multiple Articles - J. Fleming, 3/17/2025
- Multiple Articles - C. Heigham, 3/16/2025
- Multiple Articles - D. Krause, 3/16/2025
- Multiple Articles - S. Maltz, 3/17/2025
- Multiple Articles - M. Marx, 3/16/2025
- Multiple Articles - M. Nathan, 3/17/2025
- Multiple Articles - R. Peterson, 3/17/2025
- Multiple Articles - B. Pixton, 3/17/2025
- Multiple Articles - M. Popova, 3/17/2025
- Multiple Articles - K. Samuelson, 3/17/2025
- Multiple Articles - C. Tollen, 3/17/2025

ATTACHMENTS:

Type	File Name	Description
Correspondence	Warrant_Article_25_-_Loreti__C_.03102025.pdf	Warrant Article 25 - Loreti, C. 03102025
Correspondence	Warrant_Article_36_-_ABCo_.03132025.pdf	Warrant Article 36 - ABCo 03132025
Correspondence	Warrant_Article_36_-_Amidon__B_.03172025.pdf	Warrant Article 36 - Amidon, B 03172025
Correspondence	Warrant_Article_36_-_Cullinane__J_.03172025.pdf	Warrant Article 36 - Cullinane, J 03172025
Correspondence	Warrant_Article_36_-_Hurley__C_.03142025.pdf	Warrant Article 36 - Hurley, C 03142025
	Warrant_Article_36_-_	

Correspondence	_Stewart__T_03172025.pdf	Warrant Article 36 - Stewart, T 03172025
Correspondence	Warrant_Article_37_- _Bergman__R_03172025.pdf	Warrant Article 37 - Bergman, R 03172025
Correspondence	Warrant_Article_37_- _McGuire__P_03172025.pdf	Warrant Article 37 - McGuire, P 03172025
Correspondence	Warrant_Article_37_- _Wagner__C_03162025.pdf	Warrant Article 37 - Wagner, C 03162025
Correspondence	Warrant_Article_38_- _Wagner__C_03162025.pdf	Warrant Article 38 - Wagner, C 03162025
Correspondence	Warrant_Article_40_- _Cahill__E_03172025.pdf	Warrant Article 40 - Cahill, E 03172025
Correspondence	Warrant_Article_40_- _Cullinane__J_03162025.pdf	Warrant Article 40 - Cullinane, J 03162025
Correspondence	Warrant_Article_40_- _Springer__C_03162025.pdf	Warrant Article 40 - Springer, C 03162025
Correspondence	Warrant_Article_40_- _Wagner__C_03162025.pdf	Warrant Article 40 - Wagner, C 03162025
Correspondence	Warrant_Article_40_- _Wang__A_03172025.pdf	Warrant Article 40 - Wang, A 03172025
Correspondence	Warrant_Article_44_- _Ji__Y_03162025.pdf	Warrant Article 44 - Ji, Y 03162025
Correspondence	Warrant_Articles_- _Chalapatas__C_03172025.pdf	Warrant Articles - Chalapatas, C 03172025
Correspondence	Warrant_Articles_- _Chan_Waiy__A_03162025.pdf	Warrant Articles - Chan Waiy, A 03162025
Correspondence	Warrant_Articles_- _Fanale__K_03172025.pdf	Warrant Articles - Fanale, K 03172025
Correspondence	Warrant_Articles_- _Fleming__J_03172025.pdf	Warrant Articles - Fleming, J 03172025
Correspondence	Warrant_Articles_- _Heigham__C_03162025.pdf	Warrant Articles - Heigham, C 03162025
Correspondence	Warrant_Articles_- _Krause__D_03162025.pdf	Warrant Articles - Krause, D 03162025
Correspondence	Warrant_Articles_- _Maltz__S_03172025.pdf	Warrant Articles - Maltz, S 03172025
Correspondence	Warrant_Articles_- _Marx__M_03162025.pdf	Warrant Articles - Marx, M 03162025
Correspondence	Warrant_Articles_- _Nathan__M_03172025.pdf	Warrant Articles - Nathan, M 03172025
Correspondence	Warrant_Articles_- _Peterson__R_03172025.pdf	Warrant Articles - Peterson, R 03172025
Correspondence	Warrant_Articles_- _Pixton__B_03172025.pdf	Warrant Articles - Pixton, B 03172025
Correspondence	Warrant_Articles_- _Popova__M_03172025.pdf	Warrant Articles - Popova, M 03172025
Correspondence	Warrant_Articles_- _Samuelson__K_03172025.pdf	Warrant Articles - Samuelson, K 03172025
Correspondence	Warrant_Articles_- _Tollen__C_03172025.pdf	Warrant Articles - Tollen, C 03172025

Dear ARB Chair Zsemsbery and Members:

I am unable to attend the March 10, 2025 Warrant Article Hearing this evening and offer these written comments for the record. All pertain to Article 25.

1. Background

Please delete the reference to the Dover Amendment in this section. The Dover Amendment refers to changes in the state zoning act that relate to protected educational uses. It has nothing to do with these articles. For a good discussion of it see this recent letter from the Attorney General's office: www.mass.gov/doc/ago-letter-to-dennis-zba-re-one-love-lane/download

2. Setbacks

Please delete the proposed amendment to Section 5.10.2.B(1)(e). This change is completely unnecessary, and it is inconsistent with the new ADU law. Section 8 of that law specifically allows reasonable regulations, including...regulations concerning dimensional setbacks. Nowhere does the law say that ADU setbacks must equal the least stringent of any exceptions to the existing setback requirements.

Indeed, this language is identical to that already in use for other protected uses (see discussion in the link above), and to my knowledge has never been interpreted as this bylaw amendment proposes. (As an aside, I would note that Planning Staff have recently shown a similar misunderstanding of the Dover Amendment in their recent zoning review of the addition being built at the Lesley Ellis school, a review for which they have no statutory authority in any case.)

The setbacks for accessory buildings in the R0-R2 districts are shown below, and those are what should be used for ADUs in those districts.

R District Yard and Open Space Requirements (see 5.4.2(B) for exceptions).

District	Use	Minimum Requirement		
		Front Yard (ft.)	Side Yard (ft.)	Rear Yard (ft.)
R0, R1		25	10	
	Rear (lot depth 100 ft. or more)	-----	-----	20
	Rear (lot depth <100 ft.)	-----	-----	20% lot depth
	Accessory buildings and garage structures	25	6	6
R2		20	10	
	Rear (lot depth 100 ft. or more)	-----	-----	20
	Rear (lot depth <100 ft.)	-----	-----	20% lot depth
	Accessory buildings and garage structures	20	6	6

The zero setback is an exception that applies only to garages of a certain type of construction and only in these three zoning districts—not all “Single-family Residential Zoning Districts” as defined in the new law. Thus it is even more inappropriate to apply this exception to these other districts. (Though I suppose if the ARB wants to use exceptions to justify having no setbacks, it

could claim that the zero setback for fences, which are also accessory structures, should apply ADUs.)

I don't regard a zero setback for occupied residential buildings as reasonable at all, particularly when an adjacent residential building may be just a few feet away from the property line—or zero feet away if it is another ADU on the adjacent lot. Such a situation should not be allowed by right, and need not be under the new law. I ask that you delete this change so I don't have to offer an amendment to do so at Town Meeting.

3. Multiple ADUs on a Lot

The purported rationale for Article 25 is to make the zoning bylaw consistent with the new state law. Under Article 25, it would remain inconsistent with the requirement in that law regarding special permits for more than one ADU on a lot.

Section 8 of the new law requires a special permit for more than one ADU:

For more than 1 accessory dwelling unit, or rental thereof, in a single-family residential zoning district there shall be a special permit for the use of land or structures for an accessory dwelling unit.

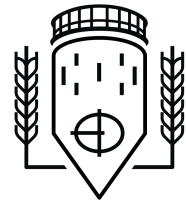
That word “shall” is a requirement, not an option, and it applies to any zoning district in which a single family home may be built.

Please revise Article 25 to strike the existing zoning bylaw language that allows as many ADUs as there are dwelling units by right, and replace it with the requirement in the new law copied above. Again, I believe this change should come from the ARB rather than in the form of an amendment or substitute motion at Town Meeting.

Thank you for considering these comments.

Chris Loreti
56 Adams St.
Arlington
Town Meeting Member, Precinct 7

Tom Allen
Arlington Brewing Company
251 Lowell St
Arlington MA 02474
tom@drinkarlingtonbeer.com
617-299-9095



March 13, 2025

Arlington Redevelopment Board
Arlington Town Hall
730 Massachusetts Ave
Arlington, MA 02476

Re: Support for Article 36 – No Net Loss of Commercial Space for Local Business

Dear Members of the Arlington Redevelopment Board,

I am writing in strong support of Article 36, which seeks to ensure that mixed-use developments in Arlington maintain a minimum amount of commercial space. As a small business owner who has spent nearly four years searching for a commercial space in Arlington to bring Arlington Brewing Company out of my basement and into a welcoming, public space for the many excited supporters in town, I know firsthand how difficult it is for small businesses to find suitable locations.

I strongly believe the percentage of usable commercial space in mixed-use developments should be **at least 100%** of the building footprint. It is already too difficult for small businesses to operate in Arlington due to the lack of available and appropriate commercial space. With planned future development and the MBTA Communities Act increasing housing in town—a much-needed and welcome change—it is critical that we also protect and grow commercial space to support the growing number of residents and the businesses they depend on.

Vibrant commercial spaces at the ground level enhance the character of our town, creating welcoming retail and dining destinations rather than residential windows with drawn shades. Eating and drinking establishments could add outdoor seating, contributing to the town's lively atmosphere. Commerce is the lifeblood of a community, and we need more of it—especially in the wake of COVID, which devastated many small businesses.

Neighboring communities like Cambridge and Somerville have significantly more commercial space than Arlington, and they are stronger, more dynamic communities because of it. Arlington should not fall behind. We must take proactive steps to ensure that new development includes ample commercial space so that local businesses can thrive and continue to serve our community.

I urge you to support Article 36 and protect the future of Arlington's business community.

Sincerely,

Tom Allen

President, Founder & Brewer, Arlington Brewing Company

From: Benjamin Amidon
Sent: Monday, March 17, 2025 9:13 AM
To: Claire Ricker
Subject: Support for Article 36

Dear Claire Ricker,
Director of Planning and Community Development.

I am writing as a concerned Arlington resident (>20 years) in strong support of Article 36, which seeks to ensure that mixed-use developments in our town maintain a minimum amount of commercial space. As someone who values the vibrancy and character of Arlington, I believe that protecting and expanding commercial space is essential to fostering a thriving local economy and a dynamic community.

With new development and the implementation of the MBTA Communities Act, Arlington is poised for growth—an exciting and necessary evolution. However, as housing expands, we must also ensure that our local businesses have the space they need to flourish. Without a strong commercial presence, we risk losing the diverse shops, restaurants, and services that make our town a unique and welcoming place to live.

Well-planned commercial spaces contribute significantly to Arlington's appeal, creating lively streetscapes, supporting local employment, and offering gathering places for residents. They also enhance walkability and provide essential services within our neighborhoods. We have seen how neighboring communities like Cambridge, Lexington, Belmont and Somerville have successfully preserved and expanded their commercial sectors, fostering dynamic and sustainable local economies. Arlington should follow their example rather than risk falling farther behind.

I urge the Board to support Article 36 to protect and promote commercial opportunities in Arlington. Ensuring that mixed-use developments include adequate commercial space is not just about maintaining economic vitality—it's about preserving the character and quality of life that make our town such a great place to live.

I have also attached my supportive comments for Article 36 as a PDF if that is more convenient for record keeping

Sincerely,
Benjamin Amidon
Arlington Resident

(Benjamin.Amidon@gmail.com; (781)223-1613)

From: Joanne Cullinane

Sent: Monday, March 17, 2025 10:29 AM

To: Stephen Revilak; Eugene Benson; Kin Lau; Shaina Korman-Houston; Rachel Zsembery

Cc: Claire Ricker

Subject: Vote YES on Article 36

Dear Esteemed Members of the ARB:

Please **ENDORSE Article 36: No Net-Loss of Commercial Space for Local Businesses.**

As a Town Arlington suffers from a lack of commercial tax revenue which creates fiscal problems and exacerbates the cost of living in this Town as both rents and taxes rise with each override. With the popularity of mixed-use developments, we are seeing a net loss of space for businesses. In other words, we are moving in the wrong direction.

In order to prevent further loss of commercial potential, and prevent the detrimental environmental effects that come with not having opportunities to shop locally, we need to take a stand to protect our commercial spaces. This Article represents a much needed acknowledgment of the issues at hand, and affords protection for businesses which is critical to the town's vitality and desirability, and fiscal well being.

Please endorse this Article strongly. Please take a stand against the loss of commercial space that we are seeing in recent mixed use projects. This is a small step in the right direction.

Thank you,
Joanne Cullinane
TMM - Precinct 21

Christina Hurley
69 Orient Ave
Arlington MA 02474
Christinahurley1@me.com
617-548-2759

March 14, 2025

Arlington Redevelopment Board
Arlington Town Hall
730 Massachusetts Ave
Arlington, MA 02476

Re: Support for Article 36 – No Net Loss of Commercial Space for Local Business

Dear Members of the Arlington Redevelopment Board,

I am writing in strong support of Article 36, which seeks to ensure that mixed-use developments in Arlington maintain a minimum amount of commercial space. As a longtime resident of Arlington who has seen the dramatic decreases in commercial space available in the town, and the impact on residents, this is an article that needs support and passage.

I strongly believe the percentage of usable commercial space in mixed-use developments should be **at least 100%** of the building footprint. Why? We need commercial space to continue to fuel the vitality of the town. Shops and dining locations make Arlington a destination. By limiting the commercial space, it would breach the continuity by inserting residential space in what had been commercial zones.

The changes in town already underway (and in the future) through the MBTA Communities Act (and others in the future) are already working to increase housing in the town. This is a highly welcome and much-needed development. With that said, it's also critical that we protect and grow commercial space to support the growing number of residents and their needs.

Vibrant commercial spaces at the ground level enhance the character of our town, creating welcoming retail and dining destinations. Outdoor seating, markets, contribute to the vibrancy of the town. Commerce is the lifeblood of a community, and we need more of it—especially in the wake of COVID, which devastated many small businesses.

Neighboring communities like Cambridge and Somerville have significantly more commercial space than Arlington, and they are stronger, more dynamic communities because of it. Arlington should not fall behind. We must take proactive steps to ensure that new development includes ample commercial space so that local businesses can thrive and continue to serve our community.

I urge you to support Article 36 and protect the future of Arlington's business community.

Sincerely,

Christina M. Hurley

From: Tom Stewart

Sent: Monday, March 17, 2025 7:34 AM

To: Claire Ricker

Subject: Comment on Article 36

Dear Members of the Arlington Redevelopment Board,

As a 29 year resident and residential property owner here, I am writing to let you know that I support Article 36, and have long believed that in general, Arlington has too small a commercial base. Please help us ensure that we can at least retain what we have.

Sincerely,

Tom Stewart

23 Alton St.

From: Robin Bergman

Sent: Monday, March 17, 2025 14:53

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery

Cc: Claire Ricker; Jennifer Joslyn-Siemiatkoski

Subject: re Warrant Article 37

Dear Members of the ARB,

I ask you to vote no action on Article 37/ Reduction of Parking. There are many reasons but I will give you examples from my own experiences. Although I live on a street with bus lines, there are now fewer lines and less frequent buses than there were when I moved to my current house 40 years ago. I tried to take a bus on a weekend into downtown Boston and it was going to take more than 3 hours to get there and there were no buses back later, so I was not able to go meet friends.

Additionally, I am now taking care of an ill loved one who is not able to ride a bicycle, let alone take a bus. Many disabled and ill people and their caretakers need cars. Also, some of us have jobs that require us to travel at odd times or to places without mass transit. And lastly, once most or all people have replaced their cars with electric vehicles, they will still need places to park them.

Additionally, I ask that in future you live stream in real time all warrant article hearings for those of us who have difficulty making it to in-person only meetings. As I mentioned above, as I am responsible for taking care of an ill person, it is much more difficult to go to in-person meetings.

Best,

Robin Bergman

Town Meeting Member, Precinct 12

From: Paul

Sent: Monday, March 17, 2025 12:35 PM

To: Rachel Zsemary; Eugene Benson; Kin Lau; Stephen Revilak; Shaina Korman-Houston

Cc: Ashley Maher; Claire Ricker

Subject: RE: Article 37: Reduction of Parking for Multi-Family Residential Developments

To: Members of the Arlington Redevelopment Board

Dear Respected Members of the ARB:

I would like to endorse the rationale and arguments from Carl Wagner for your consideration when discussing Multi-Family Residential Developments.

On Article 37, please vote “No Action” on Article 37, for the following reasons:

- The Article represents wishful thinking. It ignores the actual reality of car ownership, the needs of different kinds of people from different backgrounds. The result is cruel to future residents.
- We don't have adequate off-site parking currently in Arlington streets and lots and neighbors' driveways for this proposal to be workable, given the actual ownership of cars per unit.
- Actual Cars/unit in Arlington is higher than 1 cars/unit. Parking is something nearly every adult in the area needs. Even in Cambridge, the community with highest adoption of other means of transport, 0.90 cars/unit are owned.
- Complex standards of “points” that are hard to monitor would allow developers to avoid the Town's required parking minimums.
- Bicycle parking, EV charging and MBTA pass offers are laudable on their own, but only help a small portion of residents to avoid the need of car ownership and parking. Proposed payments to the town to avoid required parking look inappropriate and completely fail the needs of the future residents of these developments.
- From the proponents' slides: Only 1 required parking spot for a 3-family house? 3 spots for 12-unit apartment complex? This is not fair, equitable or actual in Arlington or our metro-Boston area.

- In a 12 unit apartment building, reductions to only 3 spaces for cars would be allowed. What about handicapped, elderly, working parents, those with car-required night jobs?
- The measures penalize future renters and owner residents. From the proponent's slide presentation, Arlington should establish ACTUAL NEED parking rules, not aspirational and wishful thinking limits on unit parking.
- The ARB already has the authority to reduce parking requirements upon review. There is no evidence presented by the proponent that allowing these unrealistically low levels of on-site parking is actually meeting resident needs. It's far better to allow the ARB to review such reductions.

This Article might be great for developers, but it is not reflective of actual needs or realities of near future resident transport. Town Meeting should not alter the ARB's role in the current zoning laws on these matters. I hope you'll vote "No Action" on this now. Thanks for your work on the board and for reading my comments.

Paul McGuire
Devereaux Street
Arlington

Carl Wagner
Edgehill Road
Arlington, MA 02474

Members of the Arlington Redevelopment Board
Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston
Cc: Ashley Maher

Sunday, March 16, 2025

RE: Article 37: Reduction of Parking for Multi-Family Residential Developments

Dear Respected Members of the ARB:

On Article 37, please vote “No Action” on Article 37, for the following reasons:

- The Article represents **wishful thinking**. It ignores the actual reality of car ownership, the needs of different kinds of people from different backgrounds. The result is **cruel** to future residents.
- We don’t have adequate off-site parking currently in Arlington streets and lots and neighbors’ driveways for this proposal to be workable, given the **actual ownership of cars** per unit.
- Actual Cars/unit in Arlington is higher than 1 cars/unit. Parking is something nearly every adult in the area needs. Even in Cambridge, the community with highest adoption of other means of transport, 0.90 cars/unit are owned.
- Complex standards of “points” that are hard to monitor would allow developers to avoid the Town’s required parking minimums.
- Bicycle parking, EV charging and MBTA pass offers are laudable on their own, but **only help a small portion of residents to avoid the need of car ownership** and parking. Proposed payments to the town to avoid required parking look inappropriate and completely fail the needs of the future residents of these developments.
- **From the proponents’ slides:** Only 1 required parking spot for a 3-family house? 3 spots for 12-unit apartment complex? This is **not fair, equitable or actual** in Arlington or our metro-Boston area.

Example 1:
Three-family house



Reduction	Required Points	Example TDM Methods (cumulative)	Required Parking
0%	N/A	Base Parking Requirement	3 spaces
25%	3 points	Within 1/4 mile of a Transit Stop (2 pts) Unbundle Parking (2 pts)	2 spaces
50%	6 points	N/A	2 spaces
75%	11 points	Electric Bike Charging (3 pts) Cargo Bike Parking (3 pts)	1 space

- In a 12 unit apartment building, reductions to only 3 spaces for cars would be allowed. What about **handicapped, elderly, working parents, those with car-required night jobs?**

Example 2:

12-unit apartment building



Reduction	Required Points	Example TDM Methods (cumulative)	Required Parking
0%	N/A	Base Parking Requirement	12 spaces
25%	6 points	Within 1/4 mi. of Frequent Bus Route (4 pts) Additional Bicycle Parking (2 pts)	9 spaces
50%	9 points	Cargo Bike Parking (3 pts)	6 spaces
75%	13 points	Unbundle Parking (2 pts) Subsidized T Passes (3 pts)	3 spaces

- The measures **penalize future renters** and owner residents. From the proponent's slide presentation, **Arlington should establish ACTUAL NEED parking rules**, not aspirational and wishful thinking limits on unit parking.

arlington master plan

YOUR TOWN, YOUR FUTURE

Adopted February 4, 2015
Arlington Redevelopment Board

Key Recommendations

BUSINESS TRENDS AND MARKET CONDITIONS

7. Establish parking ratios that reflect actual need for parking. Consideration should be given to use, location and access to transit.



- The ARB **already has the authority to reduce parking requirements** upon review. There is **no evidence presented** by the proponent that allowing these unrealistically low levels of on-site parking is actually meeting resident needs. It's far better to allow the ARB to review such reductions.

This Article might be great for developers, but it is not reflective of actual needs or realities of near future resident transport. Town Meeting should not alter the ARB's role in the current zoning laws on these matters. I hope you'll vote "No Action" on this now. Thanks for your work on the board and for reading my comments.

Carl Wagner, TMM - Precinct 15

Carl Wagner
Edgehill Road
Arlington, MA 02474

Members of the Arlington Redevelopment Board

Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston
Cc: Ashley Maher

Sunday, March 16, 2025

RE: Article 38: Allow business uses in residential zones

Dear Respected Members of the ARB:

I thank the board for showing rightful concern when this Article, which would allow business uses in residential zoning, was presented to you. Please vote “No Action” on Article 38, for the following reasons:

- There is a loss of cohesiveness to both business areas and residential areas when business uses are added to residential zones. It doesn't work well for either of the uses: the businesses or the homes.
- Instead of offering concentrated areas for businesses to succeed together this proposal would tend to spread out businesses, increasing the distance between, the difficulty of success for the businesses, the need for more customer driving and travel between distances.
- Parking issues, customer and supplier noise, traffic, crime, dirt and grime and loss of neighborhood feel would be likely. When I lived in such a business-in-residential area in Washington, DC I noticed this: noise, crime and rats.
- In every (European city) place I've been where business is walkable from people's apartments, the businesses are clustered together, on a main street, not actually in the residential zones. The residential areas thrive close...but separate from the business-zoned areas.
- There isn't an obvious demand for this Article with empty existing business locations and a shortage of residential homes. We have commercial spaces that are not filled, this would not help that issue. At the same time, we are trying to preserve or add to our residential units, which this proposal would impede or hurt.

Here's the ACMI video of your board's opinions on Article 38 from January 27, 2025.

<https://youtu.be/vu5oMeFZPDo?t=10629> For the points I and your board members listed at the time, I hope you'll vote “No Action” on this now. Thanks for your work on the board and for reading my comments.

Carl Wagner, TMM - Precinct 15

From: eileentighecahill@gmail.com

Sent: Monday, March 17, 2025 2:00 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston

Cc: Ashley Maher; Claire Ricker

Subject: Article 40 Comments

Dear Arlington Redevelopment Board Members,

Please read and consider my comments in this email regarding Town Meeting Article 40: Allow 2-families by Right in R1/R0 (single family) Districts. This dramatic change to the Town's zoning should not be proposed or considered without careful study and coordination of the Town's existing infrastructure, including the Town's water system master plan, sewer system master plan, stormwater and roadway assessments. This correspondence focus specifically on my concerns with changing the zoning without careful evaluation of the impact of increased wastewater and the town's sewer system infrastructure condition and capacity.

Sewer pipes are sized based on the number of lots and the zoning for the location of the sewer. The size of the sewer pipe is the pipe's capacity. Sewer pumping stations (wet wells to hold the raw wastewater) are also sized based on projected flow to pumping station. Engineers count the number of lots and assign an estimated wastewater flow per lot, based on the zoning. **The zoning is the basis of the design because it gives the engineer the information on how the land will be used.** It is irresponsible to the health of Arlington residents to change the zoning of the town without performing a technical assessment of its sewer system to determine if the sewer system has the capacity to handle increased flows.

Aged Sewer System

Arlington's sewer system is old. Much of its original pipes are clay. Clay material is susceptible to breaks when the road is disrupted by construction of other utilities (gas or water repair, etc). Roots grow into the cracks. Sewer pipes also break over time. The corrosiveness of sulfides generated from wastewater deteriorates sewer infrastructure especially long force mains and manholes that receive flow from sewer force mains. Once the sewage that has been contained without oxygen in the force main is discharged to a sewer manhole, the sulfates in the wastewater reacts with the oxygen and creates sulfides that deteriorate the concrete.

I've heard an argument in favor of dramatic zoning changes without infrastructure evaluation state that the Town's current population is about 10,000 persons less than historical population. The thinking is that therefore the Town's sewer system can handle additional flow. This thinking does not consider the original design of the system, peak flows, and does not consider the aged infrastructure. It does not consider each sewer system sub-area to evaluate its sewer capacity.

For example, a street downstream of 300 houses likely has an 8-inch sewer. An 8-inch sewer has a capacity of about 400 gpm (capacity could decrease or increase based on pipe material and slope).

- 300 houses at 3 bedrooms per house (900 bedrooms) and 110 gallons per day (gpd) per bedroom would be an average wastewater flow of 99,000 gpd or 69 gallons per minute (gpm).

- Peaking factor of 5. A peaking factor is to account for the busiest times sewer is being used (everyone flushing and taking showers in the morning, etc). Peaking factors are determined with engineering judgment based on flow and use. Say, peak flow for this neighborhood is 345 gpm. This neighborhood would likely have been sized with an 8-inch sewer.
- Let's say 50 houses in this neighborhood convert to 2-family houses. So, now the flow is 250 houses at 3 bedrooms per house and 50 houses at 6 bedrooms per house (1,050 bedrooms). The average flow is now 115,500 gpd or 80 gpm. Peak flow is now 400 gpm. **This puts the sewer at capacity, without even adding in flow from infiltration and inflow which would be significant with aged pipe. This creates a health hazard, especially during a rain storm and even more when groundwater is high in the spring.**

This "back of a napkin" scenario written about is just one possible simple situation.

Additionally, I've heard that the use of water saving devices in bathrooms and kitchens are enough to change zoning without infrastructure capacity studies. To my knowledge, *TR-16: Guides for the Design of Wastewater Treatment Works* has not reduced its recommended sewer design criteria to account for water-saving fixtures. The following change to guidelines for peak design flow was a revision in 2016.

"Section: 2.2.4 Peak Design Flow – Page: 2-2

REVISED

When designing sewers, increased wet weather flow due to infiltration and inflow (I/I) must be considered. Refer to guidance included in 1.2.1.h Infiltration/Inflow. The area to be served should submit evidence that excessive I/I does not exist. If a reduction of I/I is proposed, a careful evaluation of the anticipated flow reduction should be made. Flow increases due to the elimination of sewer bypasses and backups should also be evaluated."

Infiltration and Inflow

Sewer systems have problems with clean water going into sewer pipes by infiltration and inflow. Infiltration is groundwater seeping into the sewer through cracks in the sewer main or house sewer service. Inflow is direct clean water going into the sewer pipe through combined sewer and storm drains or basement sump pumps.

An argument (in support of eliminating single family zoning) was given that the Town performs infiltration and inflow removal, and therefore, it will have capacity to handle additional wastewater flow from the proposed zoning change. Again, this is not responsible thinking for such a significant change to the town.

The Town spends millions of dollars to remove infiltration and inflow. Has sewer flow decreased during storm events? Does Arlington sewer flow impact combined sewer overflows that occur in neighboring towns to Mystic River watershed or other water bodies? The Town does not maintain private sewer services. Sewer mains that have been lined are still receiving infiltration from aged sewer services that have not been lined.

Trouble Spots

Please see attached pdf list of Arlington sewer trouble spots. Many of these trouble spots are in single family zones. This list is a testament to the hard behind the scenes work the Town's sewer department personnel perform daily to keep our streets and basements from flooding with raw sewage. **However, this list is also a strong indication that the town's sewer system does not have capacity to take on unknown, variable new flows without significant infrastructure assessment and investment.**

I urge you to vote against Article 40. It will be irresponsible for our Town to move forward with this significant change to town-wide zoning without engineering study of the town's sewer system capacity to handle proposed increased wastewater design flows that will result from the zoning change. See attached photo of a basement bathroom with a sewer backup, as a reminder of the need for careful wastewater system planning.

Thank you for your time and consideration.

Sincerely,

Eileen Cahill, PE, LEED AP



TROUBLE SPOTS

- 94 COOLIDGE AND HAWTHORNE (TOP OF HILL) RUN DOWN HILL TOWARD MURRY ST. 206 ft AFTER YOU RUN GO TO MURRY ST AND CHECK MANHOLE TO SEE HOSE IS THERE
- 17 BRATTLE LATTERAL IS UP ON WALL RUN TOWARDS MASS 100FT
- 194 WALLISTON WASH-OUT HOUSE LATTERAL WITH GUN(A LOT OF PAPER)
- CLAREMONT CT MANHOLE TOP OF CLAREMONT TO DEAD END 122FT
- PARK AVE AND MASS AVE IN SIDEWALK RUN UP TOWARDS D'AGOSTINOS 221FT
- 28 KILSYTHE TOWARDS DEAD END OF MAIN RUN 150FT
- DRAKE VILLAGE MANHOLE BY GAZEBO TO MANHOLE BY BUILDING RUN 78ft
- LOWELL ST FROM 182 TO 202 LOWELL 280FT
- CORNER OF LOWELL AT MASS IN SPA REAR LOT RUN 400FT
- 295 FOREST MANHOLE GOES ACROSS ST TO SIDEWALK(DIAGONAL) ACROSS FROM EACH OTHER
- 8 DODGE ST @ LORRIANE 1st INTERSECTION RUN DOWN HILL 200 ft NEXT INTERSECTION @ 24 DODGE RUN DOWN HILL 200ft BE CAREFULL OF WASH-OUT PIPE
- TOMAHAWK ST @ SENINOLE ST WASH-OUT WITH GUN
- 15 HIAWATHA LN WASH-OUT THEN RUN UP 200FT
- TERESA CIR WASH-OUT
- 248 RIDGE @ WINCHESTER-RUN UP WINCHESTER ^{300'} ~~200ft~~ NEED TO USE HOOK ^{300'} TO LIFT UP MISSLE TO GET IN PIPE RUN DEGREASER ON WAY UP WINCHESTER
- 32 RIDGE WASH-OUT (PAPER)
- POND LN @ MASS IN CROSSWALK RUN UP POND 262FT TO A DEAD END
- FRANKLIN AND HAMLET "MWRA MANHOLE" RUN UP TO NEWTON ST 220 ft YOU NEED HOOK TO GET MISSLE INTO PIPE RUN DEGREASER UP TO NEWTON ST
- PALMER ST @ HAMLET ST CHECK MANHOLE IT HAS A CHIMNEY/DROP MAKE SURE IT IS FLOWING
- FRANKLIN ST @ JEAN ST CHECK MANHOLE IN FRONT OF 137/137a MAKE SURE NO PAPER IS BACKING UP AND CHIMNEY/DROP IS CLEAR (USE GUN IF NEED BE)
- AMSDEN ST @ WALDO ST RUN UP AMSDEN 203 ft
- AMSDEN @WALDO TOWARDS WINDSOR 150FT IT'S A DEAD-END MANHOLE FROM A DROP
- Tele/Waldo towards amsden (under park) run 220 ft

TROUBLE SPOTS

- 94 COOLIDGE AND HAWTHORNE (TOP OF HILL) RUN DOWN HILL TOWARD MURRY ST. 206 ft AFTER YOU RUN GO TO MURRY ST AND CHECK MANHOLE TO SEE HOSE IS THERE
- 194 WALLISTON WASH-OUT HOUSE LATTERAL WITH GUN(A LOT OF PAPER)
- PARK AVE AND MASS AVE IN SIDEWALK RUN UP TOWARDS D'AGOSTINOS 221FT
- DRAKE VILLAGE MANHOLE BY GAZEBO TO MANHOLE BY BUILDING RUN 78ft
- 8 DODGE ST @ LORRIANE 1st INTERSECTION RUN DOWN HILL 200 ft NEXT INTERSECTION @ 24 DODGE RUN DOWN HILL 200ft BE CAREFULL OF WASH-OUT PIPE
- TOMAHAWK ST @ SENINOLE ST WASH-OUT WITH GUN
- 15 HIAWATHA LN WASH-OUT THEN RUN UP 200FT
- TERESA CIR WASH-OUT
- 248 RIDGE @ WINCHESTER-RUN UP WINCHESTER ³⁰⁰ ~~200~~ FT NEED TO USE HOOK TO LIFT UP MISSLE TO GET IN PIPE RUN DEGREASER ON WAY UP WINCHESTER
- ~~30 RIDGE WASH-OUT (PAPER)~~
- FRANKLIN AND HAMLET "MWRA MANHOLE" RUN UP TO NEWTON ST 220 ft YOU NEED HOOK TO GET MISSLE INTO PIPE RUN DEGREASER UP TO NEWTON ST
- PALMER ST @ HAMLET ST CHECK MANHOLE IT HAS A CHIMNEY/DROP MAKE SURE IT IS FLOWING
- FRANKLIN ST @ JEAN ST CHECK MANHOLE IN FRONT OF 137/137a MAKE SURE NO PAPER IS BACKING UP AND CHIMNEY/DROP IS CLEAR (USE GUN IF NEED BE)
- AMSDEN ST @ WALDO ST RUN UP AMSDEN 203 ft
- Tele/Waldo towards amsden (under park) run 220 ft
- 155 MASS AVE IN SIDEWALK RUN UP TO CLEVELAND ST ABOUT 300 ft...WALK UP AND CHECK MANHOLE IN CROSSWALK ON CLEVELAND ST TO SEE HOSE
- CLEVELAND ST RUN UP 320ft WILL GET YOU TO WINTER ST
- FREEMONT ST @ SUNNYSIDE RUN UP FREEMONT 390 ft... IF YOU SEE A LOT OF SILT BUILD UP @ MANHOLE USE GUN TO WASH IT AWAY
- 86 GARDNER ST @ MEMORIAL WAYRUN UP FREEMONT 80 ft...NEXT MANHOLE(102)RUN 90 ft...NEXT MANHOLE(122) RUN 160 ft....NEXT MANHOLE(168) RUN 157 ft..
- DRAKE VILLAGE MANHOLE BY GAZEBO TO MANHOLE BY BUILDING RUN 78ft
- ~~326/330 RIDGE ST WASH-OUT 330 LATTERAL~~

* 256 Mystic St Run From Fairview at mystic
up Soreson - Run mystic at Soreson up 200
146 of 176

- 17 Brattle St 2 Apts. Manhole in sidewalk By Bridge
Run up 200ft towards mass ave

- LEGACY APTS; MANHOLE BY PARKING GARAGE TO DUMPSTER MANHOLE (152) DUMPSTER MANHOLE TO MANHOLE BY FENCE SEWER RUNS THROUGH HOUSES ONTO WHITTMORE ST
- 15/29 FREEMONT COURT MANHOLE IN GRASS RUN UP BETWEEN PROJECTS 120ft IT'S A DEAD-END.
- DOROTHY RD @ BURCH TO 61/63 DOROTHY @ PARKER 318ft 61/63 DOROTHY TO 73 DOROTHY 213ft 73 DOROTHY TO LITTLE JOHN 244ft. LITTLE JOHN TO LAMP HOLE 125ft
- MEDFORD ST IN FRONT OF FIDELITY HOUSE NEXT MANHOLE DOWN RUN-UP TOWARDS FIDELITY 225FT

Read / These ?

286 Oakland Manhole wash-out

154/168 ~~54~~ Gardner Run up Between Building and Fence 100 ft

Spring Valley Bottom of hill does sewer main behind houses along Pond Full reel (450-500 ft)

Sunday, March 16, 2025

RE: Article 40

Dear Members of the ARB:

Please vote NO ACTION on Article 40, which would open all up of Arlington's single family housing for demolition in favor of more expensive housing for those at the upper end of the income spectrum.

As a Town, Arlington has a laudable, diversity of housing types. Notably, 61% of its housing stock is multifamily housing. The coexistence of single-family housing, 2- and 3-family housing, garden-style apartment buildings, and larger apartment complexes is what makes Arlington unique and diverse.

By targeting single family zoning, this article proposes to double the housing density in R0 and R1 zones even as some houses within those zones - the ones in the MBTA overlay - were just rezoned for potential redevelopment as three-to-six-story-buildings. The Town cannot absorb the exponential growth that Article 40 would unleash right after enacting an MBTA overlay the effects of which have yet to be seen.

The MBTA overlay planning process was deeply flawed and we as a Town should aspire to create a better process whereby residents can be involved in debating large changes to their Town. Instead, citizens' proposals like this one are drafted in backrooms and discussed at meetings to which too few residents have access. The majority of the Town's residents are unaware of the existence of this proposal to abolish single family zoning throughout Town. That is just wrong.

This proposal also makes little sense given that ADU units are now allowed on each lot by law. Due to a multiplier effect, this proposal would allow for 4 units on each lot, which is simply untenable given the small size of most lots (and roads) in Arlington. The effects of this ADU law must be assessed over time as it creates new challenges of its own, such as with parking and privacy.

In short, abolishing single-family zoning would be a monumental change that would reduce diversity of housing choice in Town and destroy more older homes in favor of higher-end housing. The new ADU law already adds density in single family neighborhoods and its effects, like that of the MBTA Act, remain to be seen. Please vote NO ACTION on Article 40 for all of the above stated reasons.

Thank you,
Joanne Cullinane
TMM - Precinct 21

From: Carole Springer

Sent: Sunday, March 16, 2025 9:54 PM

To: Stephen Revilak; Rachel Zsembery; Ashley Maher; Shaina Korman-Houston; Kin Lau; Eugene Benson

Cc: Carole Springer

Subject: Eliminating of Single Family Zoning --- OPPOSED

i'm writing to this group to express my strong opposition to your desire to eliminate single family zoning throughout Arlington. I purchased my single family property in 1991 and bought it for its wonderful setting, its walkability and at the time, its affordability. I have worked hard to renovate my house and continue to beautify it and its surroundings (which is near Robbins Farm) and raise my family.

It has indeed become more crowded as the few empty plots have been built upon and small cape houses have been renovated to 3 story large homes. I have had to deal with flooding problems in my back yard as well as in many backyards in the neighborhood. The PRIVATE roads are more crowded than they used to be, incur more repairs that residents are responsible for, and more people use our private ways to cut through to other areas of Arlington because of the increased traffic in town.

Eliminating single Family Zoning would greatly increase the problems we are currently experiencing in our neighborhood, further overload our local grammar schools, and overall, make life less enjoyable than it is today. I bought in a single family residential area for my family and I and do not want to lose what we have. Previously, I lived in a two family house in east Arlington --- but chose to move to a single family home.

Further, this desire was reviewed and discussed with town meeting members and residents a mere 2-3 years ago and was turned down. It should be clear that those who chose single family zoning wanted it purposefully. I do not want to be subjected to my neighbors decision to build a large 4-6 floor dwelling next to me (or sell a property which is then purchased by someone wanting to build such a large home next to me) and then be stuck with even more traffic, less parking and more noise than we have currently. I strongly oppose your desire to eliminate single family housing zones.

Sincerely,

Carole Springer

29 Hawthorne Avenue

Arlington, MA

Carl Wagner
Edgehill Road
Arlington, MA 02474

Members of the Arlington Redevelopment Board

Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston
Cc: Ashley Maher

Sunday, March 16, 2025

RE: Article 40: Allow 2-families by Right in R1/R0 (single family) Districts

Dear Respected Members of the ARB:

Please vote “No Action” on Article 40, which would effectively end single family zoning in Arlington. The reasons I ask you to consider are that:

- Arlington has an existing, DIVERSE of housing type zoning: Multifamily, 3 family, 2 family and single family. Only 39% of that is single family; 61% is 2 family or multifamily. This existing diversity is an asset to our town.
- This comes as TOO LARGE A CHANGE, too soon after MBTA-CA density overlay changes dramatically altered many affected residents’ and businesses’ zoning.
- Such a large change deserves to be discussed, broadly, by those in the existing zones and the town’s residents. Instead, many of the thousands of residents in the R0 and R1 districts are completely unaware of this. In 2019, the ARB pledged to include the public and those affected before supporting such dramatic changes.
- The public: Voters have said NO to this proposal in recent past elections.
- The Town Meeting has said NO to this proposal in recent past votes.
- Since the last Town Meeting vote on this, ADU accessory statewide apartment law allows for an ADU on each of our lots, effectively delivering the goal of the proponents in a less disruptive way to affordability and our neighborhoods. This proposal would allow for 4 units, with ADUs, on our dense, small lots.
- Every single family converted into two family properties INCREASED the cost of each individual unit. So, this measure would worsen, not lessen, our housing cost crisis.
- We should acknowledge the value of single family homes as an option for our residents if they decide to move from other zoning types - one that allows them to avoid leaving Arlington.

Here's the slide deck I presented to the ARB and the Town Meeting when this proposal last came up. <https://tmslides2022.arfr.org>

Although you supported the measure in 2022, it failed in Town Meeting. Since that time, the inclusion of ADUs in single family zones has lessened the need for this proposal. Arlington residents have LESS reason to support this proposal now than in 2022. I hope you’ll vote “No Action” on this now, especially given the new allowance for ADUs. Thanks for your work on the board and for reading my comments.

Carl Wagner, TMM - Precinct 15

From: Andi Wang
Sent: Monday, March 17, 2025 2:25 PM
To: Claire Ricker
Subject: Support for Article 40

Dear ARB members,

I am writing to express my support for Article 40 because of its potential to protect our community in the face of the current US administration. Tariffs, or even the threat thereof, will make it more expensive to maintain and repair existing homes. Various federal cuts, especially those in education and health, two areas that employ many people in the metro Boston area, threaten our neighbors' financial well-being. Some of our neighbors are likely to face persecution for having a marginalized identity, speaking out against the administration, or being in the wrong situation at the wrong time.

In the face of these threats, it is critical that long-time residents and people who grew up in this town can continue living in alongside the people who have known them for years and who are best positioned to help if they encounter trouble. Article 40 would allow people currently living in R0 and R1 zones who encounter financial distress a means of accessing the equity in their houses other than selling it in its entirety. It is also a means of letting people who grew up in the town be able to live in the town alongside the friends they grew up with, close enough to provide support to their parents and other family.

Many of those who oppose zoning changes fear changing zoning will change the community. But Arlington is interconnected with the rest of the state and the country, and change will come for the community no matter what, at a rate that is faster than you would think. The question is how we respond to it. I believe that the qualities that make Arlington great live in Arlington's people, so the best means of preserving our community relies on keeping Arlingtonians in Arlington, even if zoning has to change.

On a personal note, I am a tenant who has lived in two 100-plus-year old two-family homes in Arlington, both of which are owner-occupied by a resident who has lived in the town for decades. Both of my landlords have taught me so much about the beauty of the town's architecture and green space, the history of the town, and community participation. I feel that I would not have nearly the same amount of connection and appreciation for Arlington if I lived in a large apartment tower surrounded exclusively by people transiting through the Boston area for school or whatnot. While some other residents may see Article 40 as a drastic change and may wish for zoning changes to be confined to a more narrow section of the town, I see Article 40 as a means of moderating change and preserving our town's great qualities. It is far better to spread out newcomers across the town, allowing them to learn town values from their neighbors, than it is to create a concentrated bloc of people whose values are completely disconnected from the rest of town.

Sincerely,
Andi Wang
Precinct 7 Resident

From: Yanmin Ji
Sent: Sunday, March 16, 2025 10:06 PM
To: Rachel Zsebery
Subject: Arlington Affordable Housing Overlay Proposal

Dear Rachel,

I'm writing to express my concerns about the Affordable Housing Overlay (AHO) proposal. My family moved to our current residence since 2007, before my first child started elementary school. We love the neighborhood for how it is, a single family residential neighborhood that is walkable, adjacent to schools and not crowded. I am very concerned that this AHO would totally change the neighborhood if approved. It is a great intention to provide more affordable housing in Arlington. However, I believe all of us would like it to be done the right way. Below are the consequences I would expect from the AHO proposal.

1. Impact on infrastructure. High housing density can strain local infrastructure such as roads, sewage systems, water supply and public services like schools if not planned appropriately. As you may have already read from news, quite some towns in Massachusetts do not have the water and sewer capacity to support the MBTA Communities Law currently. Some people think that towns with water and sewer systems done by MWRA are not subject to this issue. This is not true! Milton, with water and sewer system done by MWRA previously, is currently under the pressure to upgrade the sewer system for building high density housing, and I read the cost is around 58 millions for the upgrade. At the same time, local residents also raised the concern regarding water supply capacity.
2. Traffic and parking issues. High density housing leads to more vehicles and greater demand for parking, creating traffic congestion and leading to overcrowded street parking when insufficient parking is provided on the lot. This is the reason that zone R3-R5 is usually located along major roads like Mass Ave because the availability of public transportation reduces parking needs.
3. Safety concerns. An increase in street parking can lead to traffic and safety concerns, such as more accidents, narrow driving lanes, and reduced visibility for pedestrians and drivers. This could raise community concerns especially where there are many elementary and middle school students walking to schools. The construction of oversized multi-family building in low density residential neighborhood creates another safety concern as lots are small with houses close to each other in many areas of Arlington.

4. Obstruction of views, privacy and access of sunlight: A building that is significantly taller than surrounding houses can obstruct views of nearby homeowners, reduce their access to natural light, and intrude on their privacy. It also alters the visual and cultural character of the neighborhood. Most residential lots in Arlington are small. A building with 2.5 stories higher in lower density residential neighborhood is a real killer and it can deprive its neighbors access to sunlight during the entire winter season. Even in Cambridge, the affordable housing can only be built higher than zoning requirements in high density districts. I would be very disappointed that the ARFRR has no objection for AHO to building additional 2.5 stories in single family residential zones.
5. Reduced property values town wide. The presence of an oversized structure can certainly lead to reduced property values in surrounding homes due to factors like blocked views, overcrowding and loss of aesthetic appeals. And with the uncertainty whether there will be a tall multi-family building construction happening next door in the future, this will deter future buyers from purchasing single or two family houses in Arlington, causing town-wide property value reduction.

Based on the above reasons, I strongly urge ARFRR taking cautious on the allowed locations for the high density affordable housing. With no limit on number of units on the lot, additional 2 stories in height, and inadequate parking spaces, these residential building should be built in high density residential or commercial zones where it is in proximity to public transportation, and where the water and sewer system permit.

Sincerely,
Yanmin Ji

From: Christina Chalapatias

Sent: Monday, March 17, 2025 11:43 AM

To: Rachel Zsembery; Stephen Revilak; Kin Lau; Shaina Korman-Houston; Eugene Benson

Cc: Claire Ricker; Ashley Maher

Subject: Article 37 (Reduction in of Parking Requirements for Residential Multi Family Developments), Article 38 (Ending Single Family Zoning), Article 40 (Allow 2 families by Right in R1/R0)

Dear Town Representatives,

I am writing to you as you consider the above articles and ask that you vote "No action" as the analysis is incomplete with regards to the information that is needed to make a "long term" decision affecting the Town of Arlington's zoning laws.

Town wide decisions need a cost v. benefit analysis to determine the value of a decision. It is the goal of the town departments - zoning, planning, governance - to consider the outcomes to the community, safety, financial costs, town services, infrastructure and town life in making these decisions.

Thus far, we have only heard about ways to "loosen" current regulations to allow for more construction in an already dense town geography that is only 6 square miles. We do not know how much it will cost to increase town services, upgrade infrastructure, and whether there will be a benefit to low income residents (especially with low requirements for set aside units for this purpose).

The parking proposals (Article 37) do not reflect the realities of today's lifestyles. All residents do not work in Boston and take public transportation. A family of 4 will begin with 2 cars (to travel to work, run errands and shuttle children to various activities) and add more cars as children obtain their licenses. Arlington already has a problem with off site parking. During snowstorms, residents are asked to move their cars. Where?

A parking restriction also supports the development of a transitory community, not one that supports the components of a diverse community - families, elderly, etc. This restriction also makes Arlington less attractive to renters who are looking for apartments with parking spaces.

Article 38 will reduce the synergy of community in neighborhoods and commercial success for businesses that are located together in one area. (Customers will not travel to multiple locations to shop and run errands.) This proposal seems incomplete and not relevant with the current situation - there are commercial vacancies in business areas that can use help. The article also does not support the development of residential units if the spaces are used for commercial development.

Maybe most important is that community life and cohesiveness will be severely diminished.

Please consider more reflection on Article 40. In addition to a cost v. benefit analysis, note that Arlington already has a diverse inventory of housing thus eliminating the need for this article. This proposal has also received a "NO" vote in previous elections and town meeting votes.

And, as part of a cost v. benefit analysis, what does the town benefit (get back) for allowing more expanded building structures - presumably, there are construction proposals following this review of our current zoning regulations. What will developers be asked to give back to Arlington? While this analysis is conducted, there are still regulations in place that provide for reviews/approval of individual projects by town departments.

It is the duty of the zoning, planning and governance departments in the town of Arlington to conduct an analysis to determine the holistic value of such proposals to the residents and to present the results to the residents for their approval or inaction. Please vote to take the time to further reflect on these major proposed changes and include residents, particularly those affected by these changes, as previously pledged by the ARB. The current articles, as presented, offer only haphazard outcomes which do not benefit the Town of Arlington.

Thank you for your time and consideration in reviewing my comments.

Best regards,
Christina Chalapatras, town resident

--

Christina Chalapatras, CPA, MBA, CGMA
cchalapatras@gmail.com
(m)617.797.7283

From: Annem Chan Waiy

Sent: Sunday, March 16, 2025 2:48 PM

To: Rachel Zsebery; Stephen Revilak; Kin Lau; Eugene Benson; Shaina Korman-Houston; Claire Ricker

Subject: Public comments for ARB Mtg 3/17/25

Dear ARB board members,

I would like to present my comments regarding Article 44 Affordable Housing Overlay District. (previously Article 41 and 42)

Late last year I attended one of the Arlington Affordable Housing Overlay presentations by the HCA and I sent my comments at that time to the DPCD members, HPIC committee and HCA Director. I consider that they still apply as I cannot see any further details on the proposed warrant article. Please see the attached letter with some comments.

Also, I would like to express my concern about Article 40: two-family construction allowed by right in R0 and R1 residential zones. With the already ADU regulations the number of occupants (possible cars) will increase and the reductions of open space will be significant. While I think there is a lot of room to add more units on Arlington it should be done by zones. There should be provisions for setbacks, open space (green space), parking requirements, floor area ratio, etc. If it could be done by Special Permit then we can assure other regulations or participations of abutting neighbors but as a by-right change I think it will create uncertainty and disruption to our neighborhood. Similar to the Affordable Housing Overlay proposal we need more specific regulations that we as a Town can control instead of end up on the hand of lucrative projects only for developers.

Thank you.

Sincerely,

Annem Chan Waiy
19 Hancock St.
Arlington MA 02474

Dear DPCD members, HPIC committee and HCA Director,

My name is Annem Chan Waiy, I am an Arlington resident. I had the chance to attend the Arlington Affordable Housing Overlay presentation on November 7, 2024 and I have some comments that I would like be considered by the town and community before approving the Affordable Housing Overlay.

We appreciate your work and effort to bring more affordable housing to Arlington. I think we all agree that it is needed but it needs to be regulated in order to maintain Arlington as the community and town that we all love.

From the presentation I have copied part of the slides (*in Italic*) and please see some comments below in blue.

What dimensional flexibility would be available? Flexibility for Affordable Housing:

- *Building Height: two additional stories would be allowed, above the maximum otherwise allowed in the base zoning district.*

This rule should be done by zone. For example, on Residential R-1 and R-2 zone adding two stories on top of the already 2.5 stories or 35 ft will end up with at least 55 ft building on a zone where the minimum setback is 10ft. That will completely affect the abutting houses with shadows. Currently the building height is measured from the average grade and as you know Arlington topography varies a lot from house to house and you can have your neighbor already completely over your roof line.

- *Homes Per Lot: there would be no limit on the number of homes built*

That should be also be a limit by zone and excluded completely for zones R-1 and R-2. For example, on my property I could build a 4.5 story building and if I keep all the required setbacks, I can add 8 units of approximately 1,100 sf and it will be by right and only review by ARB without the neighbor's power to opposed the project as if it will be a Variance process. It will change the neighborhood completely.

- *Other requirements that limit the number of homes that fit in the same footprint would be waived, such as floor area ratio, lot area per dwelling unit, usable/landscaped open space, minimum lot area, etc.*

This will be also a hard pass for R-1 and R-2 zones and even for any other residential zone that it is not located on main commercial corridors. Specially losing open space, it will affect greatly all neighborhoods. Currently on R-1 the requirement for landscaped open space is only 10% (Cambridge req. is 50%). And we need to accept that we see more "mega mansions" with large black top areas for drive way and parking that are already increasing the rain runoff.

Parking Requirements:

Besides the environmental toll of parking lots, parking also makes affordable housing expensive to develop. Between land costs, structured parking costs, and the loss of units which would otherwise be built, parking requirements can quickly make affordable housing projects infeasible. The proposal would

require 1 parking space for every 2 units, which is in line with current parking utilization at HCA properties. Projects would be allowed to include more than the minimum parking when it makes sense for individual projects.

I agree on the above statement but it should be specific for lots located near to public transportation and with a proper overnight street parking ban.

Site Plan Review Opportunity for Community Input

Projects would be subject to site plan review by the Arlington Redevelopment Board. Site plan review is an administrative process, which provides the ARB and members of the public an opportunity to review and comment on project proposals. Arlington's site plan review is based on the materials that the ARB also uses for Environmental Design Review, which include: preservation of landscape, relation of buildings to the environment, open space, traffic and circulation, surface water drainage, utility service, safety, heritage, microclimate, and sustainable building and site.

It should include a shadow study too.

Summary An Affordable Housing Overlay for Arlington

Affordability requirements: at least 70% of rental units restricted as Affordable. For rental, the maximum income would be 60% of area median income; For ownership the maximum income would be 70% of area median income.

Mixed-use: mixed-use projects are allowed in business/industrial districts, and required in commercial centers.

Location: all residential, industrial and business districts.

Added building height: 2 additional stories on top of the height allowed by underlying zoning. No change to minimum yard/setback requirements

This rule should be done by zone. For example, on Residential R-1 and R-2 zone adding two stories on top of the already 2.5 stories or 35 ft will end up with at least 55 ft building on a zone where the minimum setback is 10ft. That will completely affect the abutting houses with shadows.

No change in building facade step-back requirements.

Parking: 1 parking space for every 2 dwelling units.

This rule should also be by areas that are close to public transportation or direct access to the bike path. It should be even more specific and call for an actual distance (as an example on LEED projects they ask for ½ a mile to public transportation). And if we accept that then the on overnight street parking ban should be enforced.

AHO Projects are allowed as-of-right, pursuant to Site Plan Review by the ARB

Street Tree and Stormwater Management requirements apply

Specialized Stretch Code and Fossil Fuel Free Buildings Bylaw apply

Discussion Balancing Objectives

1. *Does the proposal prioritize those with the greatest need to the extent feasible, while balancing affordability and inclusion?*
2. *Do you agree that the overlay should cover the entire Town? Yes, but with zone regulation giving more “freedom” along the main commercial corridors where there is public transportation and easy access to services and more restrictive on residential zones R-1 and R-2.*
3. *Given the limited market for commercial space, should we require first floor commercial or community space in the Heights, Center & Capitol Square? Yes, I think having commercial spaces on the lower levels bring more services and amenities to the Town. Of course, that should be part of a bigger plan where the sidewalks are wider and more pedestrian friendly so it attracts more business.*
4. *Does it strike the right balance between parking for cars and more sustainable transportation options?*

We need to work closely with the MBTA to have more frequency on the buses and propose zoning changes along the bike path that bring more housing and business but facing the bike path in order to encourage more sustainable transportation.
5. *Does the proposal advance sustainability and climate resiliency while increasing affordability?*

Thank you again for your work, it is truly appreciated.

Annem Chan Waiy

19 Hancock St.

Arlington

From: K. F.

Sent: Monday, March 17, 2025 11:10 AM

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston

Cc: Claire Ricker; Ashley Maher

Subject: Arlington Redevelopment Board public comments 3/17/25

Good morning:

I am an Arlington resident and am writing regarding tonight's meeting and the proposed list of warrant articles to be considered for the Town Meeting.

First, I would like to say that all this is overwhelming and confusing - the average resident such as myself doesn't understand the full implications of all these articles, and a flyer in the mailbox does not fully present what the effects of these will be. Not everyone can attend a 3+ hour in person (as opposed to Zoom) meeting every week.

Overall, I would like to express my concern that some of these articles in which redevelopment and rezoning is a priority, and the effect it will have on the quality of life for residents.

Article 37: Reduction of Parking. I really think it's unrealistic to think everyone can use a bicycle in town, and to then reduce parking for apartment complexes or multi-family houses. Implausible and unrealistic. So, no.

Article 38 - Allow Business Uses in All Residential Districts. I don't agree this works, either for residents or businesses. I have concerns about parking, noise, hours of operation, and additional traffic. I don't feel these are fully explored before zoning is changed or development approved.

Article 40 - Allow 2-families by right...? So, every single-family home in Arlington can then be changed to a 2-family or 4 units? It seems the town has voted "No" on this before, but it keeps being put forth. We already have to contend with the MBTA that affects zoning and housing. So, no.

Article 43 - Public Shade Trees. Yes, more and more trees, shade or otherwise, are needed in the town! I am in favor of a developer being accountable to the Tree Warden and increased maintenance requirements, etc., by the developer to be held accountable. However, what about the removal of large trees by developers?

Article 44 - New housing overlay. I support affordable housing with NO mature trees cut and existing dimensions preserved. But what is multi-family? Does this mean a 7-story building? I need to know more about this article - and so does everyone else. I'm in favor if the new buildings keep in line / blend with the other buildings in the neighborhood = no large 7-story buildings flush with the sidewalk.

I just don't feel that this information is successfully being communicated with the town, and time is running out to fully understand it. It's like having a part time job. Plus, elections are taking place and then 4 weeks later this is being voted on. I don't feel this is beneficial to residents.

Thank you,
Karen Fanale

From: James Fleming
Sent: Monday, March 17, 2025 10:03 AM
To: Claire Ricker; Rachel Zsembery
Subject: public comment for Town Meeting zoning articles

Hello! Please consider this public comment for several of the upcoming articles, as I will not be able to make the hearing tonight.

Article 38 - I urge you to have a productive discussion and not dismiss this article outright. Everyone's opinion will vary on what sort of business they do or don't want to see more of in town, or which they would care to live near. What's true regardless is that there is no vacant land to build more business on; *any* new business must be near residential areas. Thus, the question is "do you want any more business in town, at all?".

Personally I think this is something you should send to Town Meeting to debate, as you will get feedback from a wide range of voices that are not necessarily aligned with your own. I don't know if this article is perfect, but I know that without something like it we're not going to get significantly more business in town.

Article 39 - I am in support. Someone is literally asking you to include them in the NMF area, which means they believe they have a path to developing multifamily housing on their lot. If it happens, that means more tax base for the town to maintain roads, sewers, etc.

Article 40 - I am in support. Any redevelopment is good for the Town's tax base, but especially conversion to higher uses -- multifamily are more valuable on the tax rolls than large single family homes in part because they have additional high-value spaces like bathrooms and kitchens. Unless the ARB is willing to restrict single family home sizes through FAR, larger buildings will continue to be built. We should have maximum value for the town as a result of that development.

From: Christopher Heigham

Sent: Sunday, March 16, 2025 7:39 PM

To: Rachel Zsembery; Kin Lau; Stephen Revilak; Eugene Benson; Shaina Korman-Houston

Subject: Voter Zoning Articles

I see that a number of voter zoning articles are coming up on Monday. I will be at another committee meeting, so here is my input:

Article 37 - It proposes an intricate points system. If this moves forward, I would harmonize that with the ARB's Article 26 TDM criteria. Also get a firm definition of "frequent bus route" (which I think the MBTA defines as service every 15 minutes during service hours).

Article 38 - I'll repeat that this idea is as much work as creating/updating a business district. Examine the traffic/parking a business will generate, the hours of operation, and smells from a restaurant or caterer.

Many fitness clubs open very early and close late - this activity will be disruptive for families, especially those with small children.

For example, the hours of True Fitness (Arlington Heights) are

Monday-Thursday 4:45am - 10:00pm

Friday 4:45am - 9:00pm

Saturday and Sunday 7:00am - 6:00pm

LivFit's (Arlington Center) are

MON - FRI: 5am - 9pm

SAT: 7am - 6pm

SUN: 8am - 6pm

Assembly Sports Clubs (East Arlington) are

Monday-Thursday – 5AM-10:00PM

Friday – 5AM-9:00PM

Saturday – 7AM-6:30PM

Sunday – 7AM-5:30PM

Article 40 - Here we go again. Eliminating single-family zoning has been proposed in one guise or another multiple times since 2019, and it has been rejected or withdrawn each time.

Did you know that the school's population model projected a decrease of 3-4 students this year, but in fact there was an increase of 115 students(!), driven partly by increases at the new high school? You can't look at only K-5.

The proponents acknowledge that traffic is an ongoing concern. Traffic is a direct function of the number of cars (and only indirectly the number of people - in 1970 Arlington had more people but many fewer cars). The number of cars is a function of the number of households. Many adults need cars for jobs that aren't close to public transit and are too far or hilly to be bikeable.

I also wonder about the potential interplay with other articles. This shows the weakness of the voter-generated scattershot approach to zoning that you all have to rationalize.

Meanwhile we have MBTA-C advancing, ADUs being made greatly less restrictive at the state's insistence, a possible affordable housing overlay, and the ongoing stream of projects brought in front of your hardworking volunteer committee. Do we want even more moving parts?

Article 43 - we are eroding our tree canopy, so anything to promote trees is worth investigating. I think that the ability to plant on private property will greatly increase the number of viable tree planting sites.

Respectfully,

Topher Heigham, TMM P15

From: Diane Krause
Sent: Sunday, March 16, 2025 3:24 PM
To: Eugene Benson
Subject: zoning articles for town meeting

I strongly oppose the following articles:

#37, reduction of parking for multi-family developments. Where are these people going to park? — on the street, and it will totally change the feel of this town as it allows a strong shift to “urban”. Having bike racks and bike storage sounds good, but not everyone is going to be riding a bike and giving up their car. As someone in my 60s I feel you are ignoring the needs of older or even middle-aged people. Not everyone can or will be able to ride a bike. This feels like a weak solution.

#38 Allow businesses in all residential districts. —I assume this is because you’ve allowed so many housing units to be built under the MTBA Act without helping our business community. This is not the way to solve this issue, you are doing this at the expense of homeowner’s property values. This is a terrible idea. A homeowner in a residential district has no assurance that a business will be built next door, affecting their home’s value. Where will people visiting the business park?—again, on the street, making our streets more crowded in neighborhoods. What about noise? hours of operation? Businesses in town suffer now because there’s so little parking—your plan to shift parking and businesses to neighborhood streets is awful.

#40 Allow 2 families in single family districts. —Again, parking, traffic, higher costs for taxpayers. More congestion, fewer trees. Are you allowing a bigger footprint on the existing lot?

#43 public shade trees. The ARB answer to all discussions I’ve heard on preserving mature trees on properties developers want to build on is that they only have to have street trees. Street trees are not enough, they take many years to mature, they often die because they have so little space and meanwhile we lose more and more trees to development. You are again proposing an urban environment while the world is trying to ADD more trees in cities and towns.

What is the reason for all these changes now? Shouldn’t we see how the MBTA rules and development play out? Lexington is facing a huge number of new developments due to this rule, which will significantly raise costs for the town. Shouldn’t we take time to see what happens here? What’s the urgency? And why the push for urbanization? —I oppose this. Your proposed changes will give developers more ways to use every inch of space on a lot without any safeguards or responsibility to the town. I oppose Arlington becoming more like Somerville or Cambridge.

Sincerely yours,
Diane Krause

From: **Susan Maltz**

Date: Mon, Mar 17, 2025 at 1:17 PM

Subject: Comments on Articles 37, 38, and 40

To: Eugene Benson

Cc: Kin Lau

Re. article 37:NO. If we had a perfect system of public transportation & safe biking conditions this might work. Currently, most likely a majority of people depend on automobiles for transportation & at least one parking place per unit is a minimum.

Re. article 38:NO. I don't even understand why this is under consideration since there are many empty storefronts in our business districts! Perhaps someone could be a lawyer/accountant/ even massage therapist out of one's home, but most regular businesses do not belong in a residential district.

Re. article 40: Possibly. Needs study. Would most likely not lower housing costs, but would increase available housing. Would probably happen slowly, but I am not sure that an all 2 family Arlington is what we want.

Susan & Alan Maltz
114 Thorndike Street
Arlington

From: Melleeta Marx
Sent: Sunday, March 16, 2025 7:16 PM
To: Rachel Zsembery
Cc: Jennifer Joslyn-Siemiatkoski; Claire Ricker
Subject: Re: Concerns about AHO plans

POST for Arlington Redevelopment Meeting, March 17,2025

I am a long time Arlington resident and home owner for over 20 years and I attended your last ARB meeting on Monday, Feb 10th when a draft of the Affordable Housing Overlay was presented to your board. I am writing to share my concerns about what was presented.

Although I am sympathetic to wanting to create more affordable housing in Arlington, I think the existing current MBTA affordable housing overlay has already more than met this requirement. The new additional overlay being proposed to all residential neighborhoods is far beyond what is needed and threatens to completely change the character of the town. The proposed zoning changes will only add to the challenges the town is already having with parking, public services and schools in a community where every year we have overrides just to keep up with the current population needs.

The specific amendments requested to the zoning seem quite drastic from allowing 2 stories above existing zoning, reducing setbacks, FAR and open space requirements while not allowing for adequate off street parking (especially in places not close to public transportation). Allowing these types of projects by right, with no consideration for the surrounding community, seems even more ridiculous. I also don't see how, in most circumstances, these projects will be of adequate size to meet affordable housing requirements and, therefore, would not be solving the problem they claim they are addressing. I'm afraid it would simply open the doorway for unbridled dense development in Arlington driving costs up, not down and with no public infrastructure in place to support it.

Allowing 2 family units by right in R1/R0 districts will cause similar strain on the town. This could potentially double the number of students attending our public schools which are already overcrowded. And, if adequate off-street parking is not required for the new units, it is unclear where residents will park.

Similarly, allowing businesses in any residential district in Arlington, especially with no restrictions for parking, hours of operation and noise/odor restrictions will defeat the purpose of having residential areas in the town. As it is, there are many vacant storefronts in the existing business districts in town so it's not clear what the need is.

Furthermore, I'm not sure why we are jumping to town-wide affordable housing projects when we have barely even started to implement the MBTA overlay? I think this alone will have a huge impact on our community and are being implemented in the areas that are the most logical for affordable housing since they are close to public transport.

Lastly, I would hope that any such drastic changes to zoning would involve more robust public engagement outlining clearly in layman's terms how this will actually change the town and putting it to a town-wide vote, rather than being crafted in private and only voted on in town meeting.

We moved to Arlington because it is a small but vibrant town with parks and open space and NOT a dense city. I believe these proposed changes to the zoning would completely change the character of the town and the community. I hope the board will consider this before making changes to the zoning that are irreversible.

Thank you for your attention to this matter.

Sincerely,

Melletha Marx

Melletha Marx | melletha@marxfertik.com | +1(617)229-5148 | www.marxfertik.com

From: Michele Nathan

Sent: Monday, March 17, 2025 14:56

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston

Cc: Ashley Maher; Claire Ricker

Subject: No to Article 38 No to Article 40

Hello everyone

No to articles 38 and 40

Article 38

1. Extra high cost to repair/replace streets paid for by neighbors

The cost to repair/replace our private way is paid for by the neighborhood. Numerous cars and heavy boats being towed go to the boat club. This adds extra damage to our streets. The town should pay for these repairs/replacement if additional cars are added for businesses.

2. Inspectional Services doesn't enforce traffic bylaws even when there have been numerous near miss accidents. When driving out of this neighborhood, newly erected fences on both sides of the intersection block your view when driving onto Mystic St. Your front wheels end up on Mystic St so you can see oncoming traffic. Inspectional Services decided this was okay and didn't require a fence setback of 20 feet in either direction from the intersection per town bylaw. There are ongoing numerous close calls in terms of hitting pedestrians/other cars/bicyclists. Adding more cars will surely result in terrible tragedy. Maybe Inspectional Services is waiting for someone to get killed before they decide to follow the town bylaw.

3. Environmental degradation to Lower and Upper Mystic Lakes. Because these lakes are swimmable, neighbors are conscientious about not using chemicals to maintain their landscape. Businesses don't have the same investment in the neighborhoods and using chemicals is quick and cheap. This adds more runoff/pollution to our bodies of water.

4 Traffic, parking and reduction in the sense of community

Adding more cars, speeding, more noise, more parking on our narrow streets (no sidewalks) will greatly diminish our neighborhood's sense of community. We know all of our neighbors, children bike and play games on our streets and surrounding neighbors come to walk here because this is a beautiful peaceful safe area to enjoy. Adding more cars, speeding cars, will destroy the sense of community that makes this area special for us and other Arlington residents.

Article 40

1. Too soon and a lack of community input.

The MBTA overlay needs to have time to be implemented. What will be the impact on these residents? People who live in Cushing Square didn't realize the damaging effect the new high rises would have on their neighborhood. Evidence has shown business have lost customers and existing residents hate how the square has changed. It's an empty area these days. So many people have no idea that this is being proposed. Why push it onto residents? Many residents have said NO in the past. Much more community discussion is needed

2. Diversity

Maintaining diversity is important. New buildings command top dollar, not helping anyone but developers and investors. Build cheap and sell high is their motto. We should invest in maintaining our current affordable housing rather than tear downs.

3. Squeezing so many houses/ADU's close to the lakes will be detrimental to water quality. Water that we all depend upon. Instead of being able to swim and host gatherings, we'll all be pouring chemicals into the water to deal with daily algae blooms... The current ADU bylaw adds more residents already. We should be able to live in single family houses if we choose

4Tax Increase

We'll all be pushed out of Arlington when we see quickly escalating tax bills because of all this new construction.

Thank you

Michele

From: Rebecca Peterson

Sent: Monday, March 17, 2025 12:01 PM

To: Rebecca Peterson

Cc: Rachel Zsembery; Stephen Revilak; Kin Lau; Shaina Korman-Houston; Eugene Benson; Claire Ricker

Subject: Warrant Articles 37, 38 and 40 on March 17, 2025

Dear ARB -

I am writing to ask you to vote against articles 37, 38 and 40.

Article 37 - reducing parking is counter to reality. Fewer cars is a good goal but ignores the lived experience of those who have jobs, small children, medical appointments, etc. I'm not willing to try and take public transportation to see my doctor in Danvers with children in tow and no one else who has access to a car would be either. This is not realistic and being stingy on parking spaces at new builds will force more cars onto our streets. Please vote No Action.

Article 38 - there has been no demand for this - I'm not aware of anyone in the business community who wants this. Lack of parking and foot traffic are major issues. Additionally, do YOU want a restaurant or nail salon next to your home? I don't. This erodes the quality of life and is not appropriate for our residential neighborhoods. Please vote No Action.

Article 40 - we have not yet seen what the effect of the MBTAC Act will be. Please let us breathe and see what happens before we enact YET ANOTHER drastic change to our town. Enough with demonizing single-family zoning. Please vote No Action.

Thank you.

Rebecca Peterson
Florence Ave.

From: barbara pixton.org

Sent: Monday, March 17, 2025 12:19 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston

Cc: Claire Ricker; Ashley Maher

Subject: Articles 37, 38, 40

No to Art. 37. Wishful thinking. Are we trying to be like Brighton? Every street crammed with parked cars. No street parking overnight will take care of that? -people will park on their front lawn - they already do in my neighborhood. Get real! We were landlords in Brookline for 8 years. The first concern of the prospective renter was: IS THERE PARKING??

No to Art. 38. We moved to Arlington for the open space and suburban feel. We lived in Brookline three houses away from a commercial area. There were rats, trash, and cars constantly turning around in our driveway to park.

No to Art. 40. We love Arlington the way it is. Why are we trying to make it more crowded? When I see single family houses demolished and rebuilt as two units, usually the lawn is torn up to make a two car driveway to go under the house. Very ugly and sad. If all this comes to pass, we will move.

Sincerely, Barbara Pixton - 34 Bartlett Ave.

From: Marina Popova

Sent: Monday, March 17, 2025 12:34 PM

To: Claire Ricker; Jennifer Joslyn-Siemiatkoski; Eugene Benson; Rachel Zsebery; Stephen Revilak; Shaina Korman-Houston; Kin Lau

Subject: Concern with Articles 37 and 40

Dear ARB Members,

I'm writing to you to express my concerns with two Articles that are proposed for the 2025 Town Meeting:

Article 37: Multi-Family Parking Reduction:

- reduction of requirements for parking will unfairly hurt residents in multi-family buildings, especially those in the already dense areas like East Arlington
- the point system makes it very easy to provide "alternate" options that are not really of much help to working families, especially families with kids or other family members that require care.
 - the examples provided in the article illustrate this exceptionally well: for a 3-family house, only 1 parking spot might be required if other options like electric bike charging station are provided; for a 12-unit building - only 3 parking spots!
- residents are already very stressed and concerned with the lack of off-street parking, judging by the number of posts on social media and even a recent petition to remove the parking ban - in order to **increase** parking options
- I think the true root cause of this stressful lack of parking is not the parking ban - but the policies like the ones proposed in the Article 37 - which make it much easier for developers to provide even less parking per unit - and results in more cars parking on the streets ,often illegally
- the reasons that people will not bring cars if there is no parking provided are clearly not correct - if that were the case we would never see cars parked on streets in East Arlington, even with the current tight off-street parking situation
- I suggest that reduction in parking spaces would be only allowed for specific types of multi-family residencies that are proved to not use many cars, for example: student dorms with shuttles to colleges, senior assisted living facilities and others like that

Article 40: Two-Family Construction Allowed by Right in R0 and R1 Residential Zones

- we already have zoning changes passed in the past 1-2 years that will result in much denser housing - such as MBTAC, reduction in open space requirements and others
- there are even more changes proposed that are in the pipeline - like the Affordable Housing Overlay, even further parking reductions (see above), ADUs, etc
- for example, with 1 ADU allowed per 1 main unit - does it mean that allowing 2-family on a single family lot now will also allow 1 ADU unit PER each of the main units? resulting in 4 units on one single family lot?
- That's a very big change that would affect most of residents in Arlington - and yet I have not seen a single notice sent out to those residents
- We need to stop and consider the cumulative effect of ALL these changes - before approving any of them. And by "considering" I mean a thorough and unbiased study of:
 - effects on schools
 - effects on taxes
 - traffic
 - other town services and finances

With Respect,
Marina Popova,
TMM Precinct 13

From: Karen Samuelson

Sent: Monday, March 17, 2025 14:09

To: Claire Ricker; Jennifer Joslyn-Siemiatkoski; Eugene Benson; Rachel Zsebery; Stephen Revilak; Shaina Korman-Houston; Kin Lau

Subject: Articles 37 and 40

Dear ARB Members,

I'm writing as I'm concerned about two Articles proposed for the 2025 Town Meeting: I am using an email shared by Marina Popova because she so articulately expresses my concerns, but I want my voice to be heard.

Article 37: Multi-Family Parking Reduction:

- reduction of requirements for parking will unfairly hurt residents in multi-family buildings, especially those in the already dense areas like East Arlington
- the point system makes it very easy to provide "alternate" options that are not really of much help to working families, especially families with kids or other family members that require care.
 - the examples provided in the article illustrate this exceptionally well: for a 3-family house, only 1 parking spot might be required if other options like electric bike charging station are provided; for a 12-unit building - only 3 parking spots!
- residents are currently very stressed and concerned with the lack of off-street parking, judging by the number of posts on social media and even a recent petition to remove the parking ban - in order to **increase** parking options
- I think the true root cause of this stressful lack of parking is not the parking ban - but the policies like the ones proposed in the Article 37 - which make it much easier for developers to provide even less parking per unit - and results in more cars parking on the streets ,often illegally
- the reasons that people will not bring cars if there is no parking provided are clearly not correct - if that were the case we would never see cars parked on streets in East Arlington, even with the current tight off-street parking situation
- I suggest that reduction in parking spaces would be only allowed for specific types of multi-family residencies that are proved to not use many cars, for example: student dorms with shuttles to colleges, senior assisted living facilities and others like that

Article 40:Two-Family Construction Allowed by Right in R0 and R1 Residential Zones

- we already have zoning changes passed in the past 1-2 years that will result in much denser housing - such as MBTAC, reduction in open space requirements and others
- there are even more changes proposed that are in the pipeline - like the Affordable Housing Overlay, even further parking reductions (see above), ADUs, etc
- for example, with 1 ADU allowed per 1 main unit - does it mean that allowing 2-family on a single family lot now will also allow 1 ADU unit PER each of the main units? resulting in 4 units on one single family lot?
- That's a very big change that would affect most of residents in Arlington - and yet I have not seen a single notice sent out to those residents
- We need to stop and consider the cumulative effect of ALL these changes - before approving any of them. And by "considering" I mean a thorough and unbiased study of:
 - effects on schools
 - effects on taxes
 - traffic
 - other town services and finances
- Thank you,
- Karen Samuelson, 18 Tower Road, Arlington, MA 02474
- 781.777.2234

From: cynthia tollen

Sent: Monday, March 17, 2025 1:41 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Shaina Korman-Houston; Ashley Maher; Claire Ricker; cynthia tollen; prengel alex

Cc: cynthia tollen; prengel alex

Subject: TONIGHT: Parking restrictions

To the Arlington Redevelopment Board:

I URGE YOU STRONGLY TO STOP ARTICLES 37, 38, and 40 from passing.

I have lived in Arlington since 1984, 41 years, and have seen the development of our beautiful town ruined by endless developement of large buildings that do NOTHING to enhance life in this town.

There are many seniors who need to use cars. The traffic now in town is unbearable. It can take 20 minutes or more to travel from Rt. 2 on Lake Street to my house on Fairmont St. Traffic is extremely slow everywhere.

Have you forgotten this is New England? Like winter for almost half the year? And what is going to happen to traffic when the units in the north center of town open in the 1000 block?

Are you trying to make us miserable? Or force us out of Arlington?

It's bad enough with the Mugar project and the additional 100 units, more traffic and destruction of wildlife.

I urge you to stop these developments and especially wake up to reality. DO YOU ALL WALK TO YOUR APPOINTMENTS AND ERRANDS? HOW MANY CARS DO YOU HAVE?

Very truly yours,

Cynthia Tollen
50 Fairmont St.
Arlington, Ma. 02474